

# 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 September issue of EAA Chapter 1098 newsletter. Our next gathering is scheduled for Saturday 28<sup>th</sup> September at 2:30pm at the Gordon Cooper Aviation Technical Center. This month's guest speaker is Bill McWhirter, Deputy Chief of Air Force Flight Operations Policy and Standards, and a retired Air Force pilot. Bill will give us some useful information on aviation weather to better understand Instrument Meteorological Conditions during cross country flights. Everyone with an interest in aviation are welcome.

I want to thank Troy Chaddon for his interesting Safety Corner articles. This month, he talks to the topic of 'Scud Running' where people try to fly in less than ideal weather conditions. Flying above the clouds is magical but below them can be very dangerous.

### Members Corner

#### **17Aug24 – Sooner Aviation Flight Camp -Young Eagles**

The day started with some amazing weather. See attached picture from Troy and Tracy as they flew across from Shawnee. We had a great day and flew 23 children.



## 23Aug24 - Visit to Will Rogers Tower and TraCon



If you have spoken to Oklahoma City Approach or Will Rogers Tower, you will have spoken to the wonderful people in the Traffic Control Center at Will Rogers. Approach is a very dark room with radar screens showing aircraft and their pertinent information such as registration number, altitude, speed and direction of flight. It's similar to the information you can see on FlightRadar or ForeFlight.

The tower is a much more bright and vibrant place with a magnificent view of Will Rogers airport. I've flown in there quite a few time recently as part of my Instrument rating training. However, with the hood on, you really don't get to see the airport quite as well as from the tower !



We had a fun morning and finished with a barbecue lunch at Jakes restaurant. If you have ideas for an aviation location to visit please reach out to Tracy or myself and we will try to get a visit arranged.

**30Aug24 EAA Chapter 88 fly out Jabara, KS**





We visited EAA Chapter 88 at Jabara, Kansas earlier this year and got an extremely warm welcome. They told us about their open day including Young Eagles and spot landing contest. We had quite a bit of interest in attending this event but due to weather, many weren't able to make it. Kyle and myself decided to fly up. Guthrie was marginal VFR and I spent approximately 40 minutes VFR on top, before the clouds cleared revealing Kansas City. Kyle had to fly east from Twin Lakes before he could get above the clouds.

Jabara airport (KAAO) is located north of Beech Factory airport (KBEC), east of Wichita Dwight D Eisenhower National (KICT), and west of Stearman Field (1K1). The Approach controller even



warned me about the close proximity of Beech to Jabara and it's easy to get them mixed up. I had the RNAV for Jabara loaded into my GPS to make sure I didn't land at the wrong one.

We were parked on the grass next to the apron and had a very nice lunch. The local corvette club showed up with an amazing selection of cars. There were quite a few vendors in the Clemens hangar offering a Top Gun experience, woodcraft, avionics repairs, and even an Airbus recruitment stand. EAA Chapter 88 also offered Young Eagle rides with a variety of aircraft ranging from Cessna and Piper aircraft through to an open cockpit auto-gyro.

The flight back started with having to push our planes out of the soft grass. It was at this point one of the Ramp Crew pointed out to me that I had an issue with my airplane. The passenger side step had a crack in it. Upon returning home, I sent some pictures to my buddy that is a Metallurgist. He confirmed the crack initiated at the weld Heat Affected Zone and propagated by low cycle fatigue (essentially a manufacturing defect). I did contact Vans Aircraft and there is a note on this issue. It's not in the standard list of Service Bulletins, but it is documented. I've ordered a replacement step.



## 07Sep24 – Guthrie Open Day Young Eagles flights

This event was a joint Chapter 24, 1098 and 1612 event with 8 pilots, 29 sorties and 68 children flown. Thanks to everyone that helped make it a success. We want to celebrate Pat Cohoneur who flew his 1000<sup>th</sup> Young Eagle during the event. That is a huge accomplishment, well done Pat. Thanks also to Ron Dellwo for managing the apron.



## Chapter 1098 Merchandise

We now have our first batch of T-shirts and embroidered patches. The T-shirts are \$25 and the 4" diameter patches are \$5. If you would like to order one, please see Kyle Rausch, or email him at [krausch68@gmail.com](mailto:krausch68@gmail.com) . For t-shirts, we will want to know shirt size, color and quantity. We



offer, Lime, Olive or Grey.



## Upcoming Events

### Current Events Scheduled for EAA Chapter 1098

Date	Event
28 <sup>th</sup> September	Monthly Gathering- Aviation Weather Bill McWhirter
26 <sup>th</sup> October	Monthly Gathering- RV-7A Build Alan Bumbaugh
14 <sup>th</sup> 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
22 <sup>nd</sup> September	Girls In Aviation Wiley Post Airport
October	Fly the Caucus
12 <sup>th</sup> October	Young Eagles at Prague Airport
24 <sup>th</sup> October	EAA Oshkosh Leadership Training
December	Women In Aviation Will Rogers World Airport

## VMC and IMC Section

### VMC Question:

**Question:** What expenses can be legally shared by private pilots and their passengers while operating under Part 91?

## IMC Question:

**Question:** Many pilots are accustomed to temperatures in degrees F, but have difficulty converting degrees C to degrees F. What is a simple conversion from degrees C to degrees F that you can make in your head?

Safety Corner – Troy Chaddon

In this article I will discuss the topic of “scud running.” Also known as flying in less than desirable weather conditions. This not intended to be a how to, but rather a how not to do something dumb.

Let me start by quantifying and qualifying some terms. We have three main categories of weather: Instrument Meteorological Conditions (IMC). Visual Meteorological Conditions (VMC) and Marginal Visual Meteorological Conditions MVMC. We commonly see these reported as IFR, VFR, and MVFR, referring to the rules that are associated with those conditions.

Instrument Flight Rules (IFR) are the only way you should operate an airplane when Instrument Meteorologic Conditions exist. That is ceiling less than 1,000 feet and visibility less than 3 statute miles. This requires that the aircraft and the pilot be instrument rated, equipped, certified and so forth. You SHOULD NOT attempt to fly VFR in IMC, this is how people DIE. One possible exception is a Special VFR clearance issued by air traffic control. To be clear, I am not talking about that one time you went through a small cloud for a few seconds. I am talking about continuing into persistent IMC. Do not do it. If you find yourself in it get out of it.

The next thing is Marginal VFR. Ceiling from 1,000-3,000 feet and with visibility of 3-5 statute miles. Weather better than that is VFR and thus not really a scud running concern. Most of this discussion will be about this MVFR area. This is where we can operate VFR, but we need to be careful and use good judgement.

We often have situations arise where the weather is less than desirable for some portion of a planned flight. I will classify these as the departure airport, en-route, and destination airport. Let's start with the departure airport. If you have some ground fog or a few low clouds and you take off, will you be able to see the airport if you have a problem right after take off? If not, is there another airport close that is VFR? If it's 1,500 broken but visibility is greater than 10 miles underneath then you have a lot of options and a good margin of safety. One other gotcha can be when thunderstorms are rolling in but have not quite reached your airport. Beware of rapidly changing wind direction and speed. You might want to rotate 10 knots faster than normal to give yourself an extra margin for changing winds.

The en-route portion of the flight can be tricky. Depending on the distance, terrain and availability of weather reports it can be difficult to determine if the entire route will be good enough. For me, if it's not forecast to be at least a 1,500 ft ceiling or better for the entire route I am probably not attempting VFR flight. Also, have you ever flown with only 3 miles of visibility?

I Will tell you that there is no horizon and visual navigation is very difficult. Ask me how I know. Another thing to keep mind is to have multiple divert airfields along the route if weather gets bad and don't be too proud to turn around and go home if it's not working out. Don't paint yourself into a corner on fuel either.

Finally your destination is a big consideration. If the weather there is sketchy you should have some alternates in mind. You might ask yourself why are you going in the first place, and why are you trying to go right now. What if the weather has been fine and you are cruising along at several thousand feet but, as you near your destination, the scattered clouds below become broken and almost overcast? The best thing to do is backtrack if necessary and find a clear area where you can safely descend. How low you descend goes back to the en-route discussion.

Flying when the weather is less then desirable can be done, but must be done smartly. You have to establish personal minimums and stick to them. It is also good to consider how comfortable your passengers might be with bad weather. Remember they are trusting you. Don't fall victim to get thereitis. The objective is always to to arrive alive. Besides, if the weather is bad no one else will be at the fly-in breakfast either. If you find yourself in a bad situation don't be afraid to ask ATC for help. That is what they get paid for.

I have found myself in every one of the situations I have mentioned and more. Sometimes I made mistakes and sometimes I just said no. Oh and one more thing. Don't do any of this at night, you cannot see well enough to avoid hazards and keep ahead of changing conditions. A wise man once said "It is better to be on the ground wishing you were in the air, then in the air wishing you were on the ground."

#### VMC and IMC Answer

#### **VMC Answer:**

**Answer:** In general, a private pilot can share the operating expenses of a flight with the passengers as long as the pilot pays at least his/her share of the expenses of that flight. Such expenses include fuel, oil, airport expenses, and rental fees. The pilot can share the expenses provided that all on board, including the pilot, share the flight for a common purpose.

More specifically, within prescribed limitations of § 61.113(below), a private pilot may share expenses of a flight as specified below:

**Source:** § 61.113 Private pilot privileges and limitations: [Pilot in command](#).

(a) Except as provided in paragraphs (b) through (h) of this section, no [person](#) who holds a private pilot certificate may act as [pilot in command](#) of an [aircraft](#) that is carrying passengers or property for compensation or hire; nor may that [person](#), for compensation or hire, act as [pilot in command](#) of an [aircraft](#).



- (b) A private pilot may, for compensation or hire, act as [pilot in command](#) of an [aircraft](#) in connection with any business or employment if:
- (1) The flight is only incidental to that business or employment; and
  - (2) The [aircraft](#) does not carry passengers or property for compensation or hire.
- (c) A private pilot may not pay less than the pro rata share of the operating expenses of a flight with passengers, provided the expenses involve only fuel, oil, [airport](#) expenditures, or rental fees.
- (d) A private pilot may act as [pilot in command](#) of a charitable, nonprofit, or community event flight described in [§ 91.146](#), if the [sponsor](#) and pilot comply with the requirements of [§ 91.146](#).
- (e) A private pilot may be reimbursed for [aircraft](#) operating expenses that are directly related to search and location operations, provided the expenses involve only fuel, oil, [airport](#) expenditures, or rental fees, and the operation is sanctioned and under the direction and control of:
- (1) A local, State, or Federal agency; or
  - (2) An organization that conducts search and location operations.
- (f) A private pilot who is an [aircraft](#) salesman and who has at least 200 hours of logged [flight time](#) may demonstrate an [aircraft](#) in flight to a prospective buyer.
- (g) A private pilot who meets the requirements of [§ 61.69](#) may act as a [pilot in command](#) of an [aircraft](#) towing a [glider](#) or unpowered ultralight vehicle.
- (h) A private pilot may act as [pilot in command](#) for the purpose of conducting a production flight test in a [light-sport aircraft](#) intended for certification in the light-sport category under [§ 21.190](#) of this chapter, provided that—
- (1) The [aircraft](#) is a [powered parachute](#) or a [weight-shift-control aircraft](#);
  - (2) The [person](#) has at least 100 hours of pilot-in-command time in the category and class of [aircraft](#) flown; and
  - (3) The [person](#) is familiar with the processes and procedures applicable to the conduct of production flight testing, to include operations conducted under a special flight permit and any associated operating limitations.
- (i) A private pilot may act as [pilot in command](#) or serve as a required [flightcrew member](#) of an [aircraft](#) without holding a [medical certificate](#) issued under [part 67](#) of this chapter provided the pilot holds a valid U.S. driver's license, meets the requirements of [§ 61.23\(c\)\(3\)](#), and complies with this section and all of the following conditions and limitations:
- (1) The [aircraft](#) is authorized to carry not more than 6 occupants, has a maximum takeoff weight of not more than 6,000 pounds, and is operated with no more than five passengers on board; and
  - (2) The flight, including each portion of the flight, is not carried out—
    - (i) At an altitude that is more than 18,000 feet above mean sea level;

- (ii) Outside the [United States](#) unless authorized by the country in which the flight is conducted; or
  - (iii) At an [indicated airspeed](#) exceeding 250 knots; and
- (3) The pilot has available in his or her logbook—
- (i) The completed medical examination checklist required under [§ 68.7](#) of this chapter; and
  - (ii) The certificate of course completion required under [§ 61.23\(c\)\(3\)](#).

NOTE: Additional details are provided in [AC 61-142 \(faa.gov\)](#), *Sharing Aircraft Operating Expenses in Accordance with 14 CFR § 61.113(c)*.

**IMC Answer:**

**Answer:** The correct conversion is  $^{\circ}\text{F} = (^{\circ}\text{C} \times 9/5) + 32$ , however this can be difficult to calculate in your head. To simplify, just multiply the  $^{\circ}\text{C}$  by 2 and add 30 to get  $^{\circ}\text{F}$ . This conversion isn't exact, but works well from  $5^{\circ}\text{C}$  to  $20^{\circ}\text{C}$ . For better accuracy above  $20^{\circ}\text{C}$ , subtract 2 degrees from your answer.