

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 September issue of EAA Chapter 1098 newsletter. I trust everyone is enjoying the cooler weather and taking advantage, getting out to do some flying. I was shocked to see an overnight low of 58F the other day. Let's hope it's a mild fall and we get lots of great flying weather heading into a mild winter.

Our next meeting is scheduled for Saturday 23Sep23, 2:30pm at the Gordon Cooper Aviation Tech Campus. Our invited speaker will be Jerry Calvert, who has kindly agreed to talk to us about the wonderful world of ADS-B.

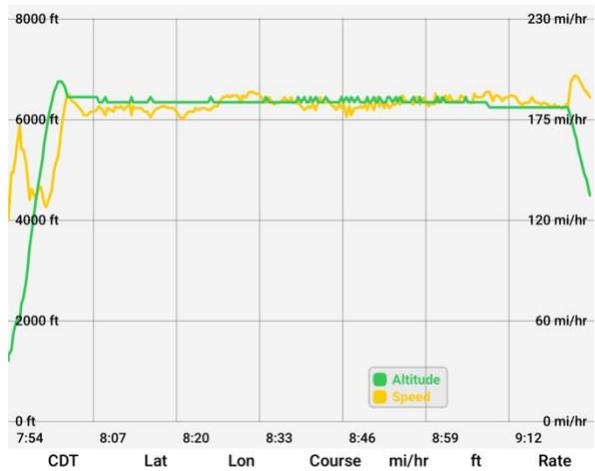
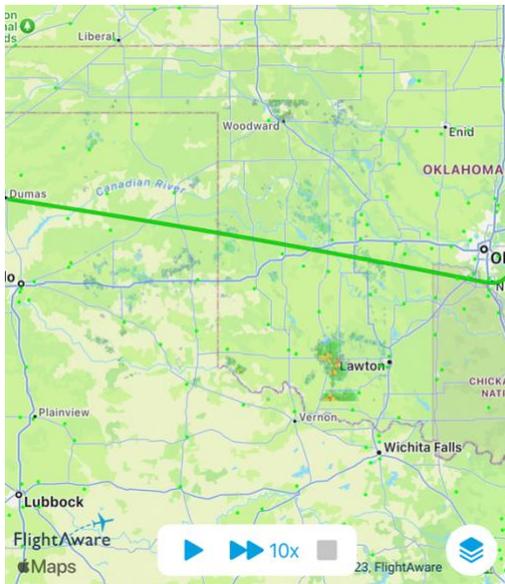
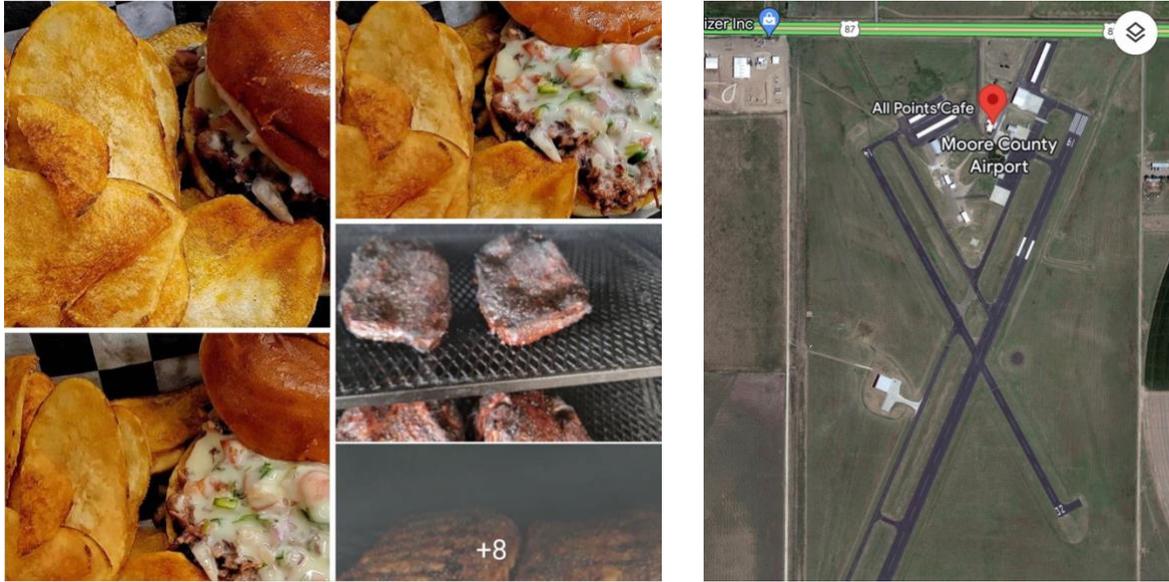
Members Corner

02Sep23 Ponca City Aviation Boosters Breakfast. Troy and Tracy Chaddon, Greg and Diane Chapman, and Stuart Yeo met up at Ponca City for their first Saturday in the month breakfast. It was a beautiful morning, and the breakfast was very popular. Then, suddenly, at 10am, everyone left!



Fly Out to Ponca City Aviation Booster Club Breakfast.

09Sep23 – Dumas, Texas. Greg and Diane Chapman flew to Moore County airport (KDUX), Dumas, TX. They had an amazing barbecue lunch, great food and excellent staff at the All Points Café which is on the airport.



Fly Out to Moore County Airport, Dumas, Texas for lunch at All Points Café.

09Sep23 Jabara, Kansas. Troy and Tracy went to Jabara (KAAO), for EAA chapter 88 breakfast. Flight up was slightly hazy, small turnout at the breakfast, but very friendly and welcoming. Attendees included a lady with an auto gyro which made for some great conversation.



If you want to get involved in any of these fly out events, please let me know. Future Plans: I certainly want to go to the Cosmosphere, Hutchinson, TX and the Tulsa Air and Space Museum before it gets too cold. We also have the fly-out to Thomas P Stafford Air and Space Museum at Weatherford airport scheduled for October.

Instrument Flying: I am making good progress with my Instrument license. I'm doing my ground school with Rose State and have started instrument flight training with Route 66 flight school. I have to do 40 hours of simulated instrument flying using foggles. This includes 15 hours of instruction, 25 hours of flying with a safety pilot and a 250m instrument cross country flight with an instructor, including 3 different instrument approaches. My ground school finishes in December and I'm hoping to have my check ride before the end of January 2024. Kyle has kindly agreed to be my safety pilot for my time building.

Upcoming Local Events

23Sep23 – We will be supporting Girls in Aviation event at AAR Hangar, Will Rogers World Airport with 5 airplanes flying to the event. We will have some leaflets to give out at the event.

28Sep23 – Legislative Aero Caucus Eagle Flight event at Guthrie Edmund Regional Airport. We will be supporting the Oklahoma Aeronautics Commission introducing our Legislators to the world of General Aviation.

Oct23 – EAA Chapter 1098 fly out to Thomas P Stafford Air and Space Museum, Weatherford, OK. Details to follow. We will be coordinating with the museum and folks at Weatherford that are in the process of setting up an EAA chapter.

14Oct23 – Young Eagle Event – Prague Municipal Airport O47. EAA Chapter 1098 will be hosting a Young Eagle event at Prague airport. Please get with Bill Rowden for details. We will need help with ground crew (marshaling and check-in), pilots and aircraft. The event is on the Young Eagle website, please sign up and let folks know that might be interested in attending.

19Oct23 – Leadership Academy – We have a delegate of folks attending the EAA Leadership academy, Oshkosh, WI. It's a 2 day event and an opportunity to get to fly to Oshkosh in slightly more leisurely arrival and departure than what is seen during AirVenture.

TBD – 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: An aircraft is maneuvering at an uncontrolled airport to pick up a banner alongside the runway in use. The intent is to pick up the banner, and then depart the airport area. For the purposes of right-of-way, would this airplane be considered “on approach to land?”

IMC Question:

Question: At a non-tower controlled airport where pilots are operating under VFR, does an inbound aircraft completing an IFR approach and planning a straight-in approach to the runway in use have right of way over the VFR traffic in the pattern?

Safety Corner

https://youtu.be/vTNZFo-YiEM?si=r0jojL_lizG9KZDO

Attached is a link to a great YouTube video that was presented on EAA radio during AirVenture. A representative from Philips 66 talked about their save a life program that is helping to prevent aircraft mis-fuelings.

VMC Answer:

Answer: Although the pilot is not intending to land, and is lined up not with the runway, but beside the runway in use, it should still be considered “landing” for purposes of right-of-way.

According to AC 90-66C, Para 8.2.2.1, “An aircraft in the traffic pattern of an airport is considered an aircraft approaching to land at the airport.”

Source: AC 90-66C, Non-Towered Airport Flight Operations, Para 8.2.2.1

IMC Answer:

Answer: The short answer is “No.” According to AC 90-66C, paragraph 8.2.1, “an aircraft on an instrument approach flying on the final approach course to land would follow the requirements dictated by the approach procedure.

Further, to mitigate the risk of a midair collision at a non-towered airport in other than instrument conditions, the FAA does not recommend that the pilot execute a straight-in approach for landing, when there are other aircraft in the traffic pattern. The straight-in approach may cause a conflict with aircraft in the traffic pattern and on base to final and increase the risk of a midair collision.”

Paragraph 9.11.1 provides further elucidation on the topic, stating, “However, if a pilot chooses to execute a straight-in approach for landing without entering the airport traffic pattern, the pilot should self-announce their position on the designated CTAF between 8 and approximately 10 miles from the airport, and coordinate their straight-in approach and landing with other airport traffic.

Pilots choosing to execute a straight-in approach do not have a particular priority over other aircraft in the traffic pattern and must comply with the provisions of § 91.113(g).”

Source: AC 90-66C, Non-Tower Airport Flight Operations