

# 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 January issue of EAA Chapter 1098 newsletter.

Our next meeting will be 25<sup>th</sup> January 2025, 2:30pm at the Gordon Cooper Aviation Technical Center, Shawnee, OK.

### Members Corner

This month, we continue our discovery of members aircraft. Dave Hines owns a single seat Airdrome Airplanes Fokker D.VII. It can be seen flying the skies of Guthrie, usually just before sunset. Dan Storer is currently building the Airdrome Airplanes Baby Ace. This is a twin seat (side by side) airplane and Dan has a 7 cylinder radial engine for this beauty.

### Fokker D.VII Biplane from Airdrome Airplanes



**Dave Hines about to take off in his Fokker Biplane**

For aviation enthusiasts who dream of flying a piece of history, Airdrome Airplanes offers an exciting gateway to the golden age of flight. Known for their impressive line of full-scale and scaled-down Fokker replica kits, Airdrome Airplanes has carved out a unique niche in the world of experimental aviation. Whether you're drawn to the legendary *Fokker D.VII*, the agile *Fokker Dr.I Triplane*, or even the sleek *Fokker E.III Eindecker*, Airdrome Airplanes provides builders with the tools and support to turn those dreams into reality.

## **Airdrome Airplanes: A Heritage of Passion**

Founded by Robert Baslee, Airdrome Airplanes specializes in WWI replica aircraft kits designed for both amateur and experienced builders. With a philosophy centered around simplicity, authenticity, and safety, these kits are engineered to be approachable even for those new to the world of aircraft construction. Baslee himself is no stranger to vintage aviation—his designs have been featured in movies such as *Flyboys* and *The Aviator*, lending cinematic credibility to his historically accurate creations.

## **The Kit-Building Experience**

One of the standout features of Airdrome Airplanes kits is their “pre-engineered” approach. Components arrive pre-formed and pre-cut, significantly reducing the time required to build. Unlike traditional WWI aircraft that often relied on challenging wood and wire structures, Airdrome kits use lightweight aluminum tubing and modern materials, while still preserving the classic appearance.

Builders will find that the instructions are clear and supplemented with photos and detailed diagrams. The average build time for a scaled Fokker replica ranges from 500 to 1,000 hours, depending on the model and level of customization. The designs prioritize ease of assembly, ensuring that the focus remains on craftsmanship and enjoyment rather than frustration.

## **Flying an Airdrome Fokker**

The experience of flying an Airdrome Airplanes Fokker replica is unlike anything else. Each aircraft delivers a raw, hands-on flying experience. While these replicas are designed for recreational flying, they still offer solid flight characteristics, modern engines, and reliable systems, making them both enjoyable and safe.

Airdrome biplanes are frequently seen at airshows and fly-ins across the country, drawing crowds with their unmistakable profiles and vintage charm. Owners often report that flying these replicas feels more like “wearing” the airplane than simply piloting it.

## **The Baby Ace: An Aviation Classic**

For those who love vintage aviation but prefer a simple, easy-to-fly design, the *Baby Ace* is a standout offering. Originally introduced in the 1920s and later popularized in the 1950s as the first Experimental aircraft plans sold to the public, the *Baby Ace* remains a favorite among homebuilders.

Airdrome Airplanes offers a modernized *Baby Ace* kit, maintaining its classic, high-wing, open-cockpit design while incorporating updates that make it more builder- and pilot-friendly. The *Baby Ace* is a perfect first project for aspiring builders, with fewer parts and less build time compared to larger or more complex designs like the Fokker replicas.

Flying the *Baby Ace* is pure joy. Its stable handling, excellent visibility, and forgiving flight characteristics make it a wonderful aircraft for both new and experienced pilots. And because of its nostalgic design, it fits perfectly at home among other vintage aircraft at fly-ins and airshows.





## **Baby Ace Photos courtesy of Airdrome Airplanes**

Social Media and Web – Tracy Chaddon

### **Updating Your Certificate Information**

Have you recently moved? Would you like to add/delete your mailing address from Public View on the FAA website/N Number lookup?

Would you like to remove your Social Security Number as your Certificate number?

Want to know where to verify your airman certificates, ratings and privileges? Where can you get a copy of your records?

All of this can be found at the "Pilot Certificates and Records" page on the FAA website. Follow this link:

[https://www.faa.gov/pilots/lic\\_cert](https://www.faa.gov/pilots/lic_cert)

### **Commercial Space**

Are you curious about the Commercial Space Industry such as number of licensed launches, human spaceflight launches and reentries? Want to know which Spaceport has the most launches or when the last Space X launch occurred? Looking for a map of all the U.S. Spaceports?

All this and more is available on the Commercial Space Data page on the FAA website.

Follow this link:

[https://www.faa.gov/data\\_research/commercial\\_space\\_data](https://www.faa.gov/data_research/commercial_space_data)

Upcoming Events

**Current Events Scheduled for EAA Chapter 1098**

<b>Date</b>	<b>2025 Monthly Gathering</b>
January	Fly out to Oshkosh - EAA Leadership – The trip and what we learned. Stuart to present
February	TSI Accident investigation Gary to organize
March	An FAA Build Inspection – What to expect. Kyle to organize (James Wirt) Ryan DeYoung
April	Aircraft Fire Safety or video. Higher And Faster (Tom Stafford) Gary to organize
May	General Aviation Flying with a Mazda Wankel Rotary Engine. Doug to present.
14Jun	Tri-Chapter Summer B-B-Q 4:30pm at Karen and Gary hangar, Twin Lakes Airpark
July	Modifying for electronic ignition Robert Henson
August	Aircraft Insurance - Things to know as we age. Stuart to arrange.
September	Introduction to Instrument Flying for General Aviation. Kyle to present
October	Composites and G5 install Troy Chaddon
06 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
April	Visit to NOAA weather facility in Norman, OK
May	Fly out to Hutchinson, Kansas to visit Cosmosphere Museum.
June 28-29	Tinker Air show.
July 21-27	Oshkosh AirVenture
August	Fly out to Tulsa Air and Space Museum
August	Fly out to Weatherford, Stafford to visit Museum.
September	Breakfast at Westheimer Airport (KOUN).
October	
November	

#### Young Eagle events (Looking for Volunteers)

Date	Event
08Mar	Prague
12Apr	Shawnee Prague
10May	Shawnee (Eagle) OBU and VoTech
14Jun	Shawnee
13Sep	Prague
11Oct	Seminole

#### VMC and IMC Section

#### VMC Question:

**Question:** You're planning a VFR cross country flight in your 1977 Cessna Cardinal RG, which does not have a Minimum Equipment List (MEL). As you're taxiing out for departure, you notice that the turn coordinator is inoperative (red flag showing). Can you legally fly the airplane on this flight with the turn coordinator inoperative?

## IMC Question:

**Question:** You're flying in IMC, nearing the airport where you plan to enter a hold and then complete an instrument approach when your vacuum system fails, causing your gyro-powered instruments to falter. What ATC services can you implement in this scenario?

### Safety Corner

#### Reporting a Drone Sighting

If you witness a drone operating in a dangerous manner or not following FAA rules, you can contact your local Flight Standards District Office. Are you interested learning more about where you can fly your personal drone, the regulations pertaining to drone operations and where you legally fly your drone? The FAA has it all in one place.

Check out the following link to the Drones information page on the FAA website:

<https://www.faa.gov/uas>

Link to locate your nearest Flight Standards District Office:

[https://www.faa.gov/about/office\\_org/field\\_offices/fsdo](https://www.faa.gov/about/office_org/field_offices/fsdo)

### VMC and IMC Answer

#### VMC Answer

**Answer:** Yes, but you need to stop and do your homework first. The turn coordinator is not required as part of the VFR-day type certification instruments and equipment (§ 91.205), is not listed in the Kinds of Operations Equipment List for the aircraft (POH), and does not pose a hazard for this flight (your determination). It is not required by any airworthiness directive (this might be harder to determine). However, per § 91.213, it must be deactivated and placarded "Inoperative" prior to flight. Since the instrument is on a separate circuit, it can likely be



deactivated without assistance from a mechanic. It will need to be repaired no later than at the next aircraft inspection.

The one question to ask yourself is whether in an emergency (low visibility, or inadvertent continued VFR into IMC), would it be safe to be flying the airplane without this instrument.

**References:** § 91.205 Powered civil aircraft with standard category U.S. airworthiness certificates: Instrument and equipment requirements; § 91.213 Inoperative Instruments and Equipment

### **IMC Answer:**

**Answer:** In general, you can (and should!) declare an emergency, which gives you priority handling with ATC. In particular, you might also request delaying vectors (rather than attempt a partial panel hold) while you sort out the situation and prepare for an instrument approach. Among the various services available, ATC can also provide no-gyro vectors for an approach, or in some cases, provide an Approach Surveillance Radar (ASR) or Precision Approach Radar (PAR) approach.

**Reference:** AIM 6-1-2