

# 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 February issue of EAA Chapter 1098 newsletter. It's been a crazy couple of weeks with extremes of cold weather, wind and shortly after highs in the 70Fs ! This is not the best weather for General Aviation flying. I'm certainly Looking forward to some better weather ahead. I've tried to take advantage of this less than perfect flying weather to make some improvements to my hangar home and my aircraft. I'll be sharing some of that journey with you in this newsletter.

This month's meeting will be on Saturday 25Feb23 at 2:30pm, Gordon Cooper Aviation Campus, Shawnee Airport, Oklahoma. Hopefully most of you saw the announcement from our EAA Chapter 1098 website that Justin Lewis will be talking to us about his Microjet aircraft. We've put a preliminary schedule of speakers together for this year's meetings and they are included in the back of this newsletter.



Justin's Micro Jet airplane

If you haven't already done so, please get with Greg Chapman (Treasurer) and give him your \$20 Chapter dues. You also may need to log onto [www.eaa.org](http://www.eaa.org) and make sure you are up to date with the EAA corporate office.

We talked about the different things we are doing to increase our chapter score against the EAA checklist in last month's newsletter. One item was to purchase the model aircraft project for folks to build and fly. This equipment purchase includes a radio controlled airplane which needs assembly, a simulator which we will hopefully have available at our upcoming Young Eagle and Learn to fly days. As you can see from the attached photo, it's just arrived. Hope to have this unpacked and on display at our February chapter meeting. We'll also give some more details on the plan for the kit.



EAA Radio Controlled Model Aircraft kit project purchased by Chapter 1098.

## My Journey to Learn to Fly and Living at an Airpark - Stuart Yeo

### Learn to Fly and Buy a Plane

I started my Pilot journey with a Discovery flight on 15Sep20. I was immediately hooked! I followed this with weekly lessons in a Cessna 172 with Scott Dorsey, at Route 66 Flight School, located at Wiley Post airport. Ground School started in the following January with sessions one night a week at Wiley Post JetSet FBO. I passed my check ride on 20Sep21, almost exactly a year after I started learning.

I had come across a bunch of folks calling themselves an EAA chapter (Goldsby and Shawnee). I had been to a couple of chapter events and was fortunate to get invited to the June 2021 summer BBQ at Twin Lakes! I had thought for some time it would be cool to own an airplane and my initial thoughts were to go for a Glasair. Thankfully, reason succeeded, and my EAA buddies steered me away from the higher performance of the Glasair and towards the Vans RV-9A. I went and looked at several locally but didn't like them for one reason or another. I was introduced to an opportunity to buy one located in Tennessee. I had several telephone discussions with the builder / owner, and we agreed a price based on some photos he had sent me of the plane. I had a pre-buy inspection completed and drove out to see it over the 04<sup>th</sup> July weekend of 2021. It all checked out, now all I had to do was to fly my plane from Chattanooga TN to Wiley Post Oklahoma.

I must highlight that at this point, I was still a student pilot with approximately 30 hours in a Cessna 172 and the furthest I'd flown was from Wiley Post to Page. I hadn't done any cross-country flights at this time. How do I get this plane back ? So, I enquired at my local EAA chapter if anyone could help me with this adventure and thankfully Mitch Williams kindly volunteered to help. We agreed dates, completed all the necessary FAA LODA and insurance paperwork and booked one-way commercial flights. This fun adventure happened on 06Aug21. The plan was to fly out in the morning, meet up with the builder, do an orientation and check flight, then fly the 500 mile cross-country trip back to Wiley Post in the afternoon. Weather wasn't exactly fantastic and cloud was a little lower than desirable but we made the trip. This was my first cross country flight and it was in my very own airplane! Apart from a low fuel pressure warning on takeoff, everything went very smoothly. (We later found out this issue was a bad mechanical fuel pump).

I continued lessons in the Flight School Cessna 172 aircraft, completing my check ride on 20Sep21. Mitch then got me through the necessary conversion training required by the insurance company and imparted enough knowledge to keep me out of serious trouble. I then set off on my first solo in my new plane. I used the route from Wiley Post to Weatherford as my go to trip to fly and build time. It was nice and quiet out that way so I could focus on learning to fly the plane and not so much on avoiding other aircraft. The folks at Weatherford are very friendly and patient. I would take each trip with flight following just in case ! I started building confidence and flying further afield, down into Texas, up into Kansas and getting used to navigating, weather and all those other things you need to do on a cross country route. During these first few months I learnt many things, one of which was to call ahead to airport restaurants, making sure they were open before departing, etc !

### **Purchasing a Hangar Home**

By the end of 2021, I had accumulated 102hrs total time. Approximately 60hrs in the 172 and 40hr in my RV-9A. (In contrast, by the end of 2022, I had 220hr). By this time, I had decided that driving 45 min one way to go fly my airplane sucked, and I wanted to move to an airpark. I sold my home in Newalla and moved into a hotel near Wiley Post on 01Jul22, close to where my airplane was hangered. House purchases at this time were crazy, values being very much higher than folks were used to and properties were typically selling in a day or so of being on the market ! After several false starts, (and over a period of 3months of living in a hotel), I came across my current home at Ellis Harvey airpark. It's a 50x60ft hangar home with a 1000sqft apartment built into the hangar. The hangar home was 30 years old when I purchased it and needed a few updates but had great bones and exactly what I was looking for.



Picture of Ellis Harvey Hangar Home Exterior.

I moved in on 30Sep22 and immediately started renovations. I ripped out all the carpet, replacing them with laminate flooring. The bathroom had a complete makeover thanks to some friends who we general contractors. I swapped out the fluorescent tubes in the hangar for LED lights. I also had the counter tops in the kitchen swapped for granite, repainted all the walls and hey, we are nearly done. The hangar already had propane heat, but I wanted it to have air conditioning too. A call to a local HVAC contractor and we have two 2 ton mini split HVAC units to complete the renovation.



Before and After Pictures of Hangar Home – Bathroom





Before and After Pictures of Hangar Home – Living Room / Kitchen

### Aircraft Enhancements

My first modification to the airplane was to have a Mode S UAvonix Tailbeacon added giving ADS-B out. I had this installed during the pre-buy inspection prior to flying it back from Tennessee. Once at Wiley Post, I replaced the mechanical fuel pump, swapped out the landing lights from halogen to FlyLED units. I added wigwag capability to the landing lights. I added an Anti-Splat nose leg stiffener. I initially had high CHT temperatures during climb out, this was partially fixed by replacing the baffle seals between the engine and top cowl to help maintain a good seal and pressure difference across the cylinders. I also added an Anti-Splat cowl flap to the lower cowl to increase cooling air flow during take off. I've also upgraded the panel by adding several USB power ports so I can run an IPAD with cooling fans along with the Stratux ADS-B In for weather information and visibility of other aircraft. I recently further modified the panel with the addition of a Garmin GPS175 WAAS navigation LRU and a GI-106a CDI so I can start to learn IFR procedures. I will finish this upgrade later this year with a Garmin G5 back up attitude display and heated pitot probe making the aircraft IFR compliant.





Stuart's RV-9A in his Hangar Home.

This journey certainly wouldn't have gone so smoothly if it wasn't for all the help and advice I've received from many people. In particular, I want to thank our Tech Councilors Gary Manning, John Myers and Mitch Williams.

## VMC and IMC

### VMC

**Question:** What three factors constitute a "stabilized approach" when making a VFR approach and landing, and when should the aircraft be stabilized?

**Answer:** A stabilized approach means the aircraft is (1) on a constant descent angle (generally 3 degrees, or 300 feet per nm) to the touchdown point, (2) at a constant airspeed, and (3) properly configured (landing configuration). If the aircraft is not stabilized at 500 feet AGL for a VFR approach and landing, the pilot should go around.

Reference: [Fly Safe: Prevent Loss of Control Accidents | Federal Aviation Administration \(faa.gov\)](#)

### IMC

**Question:** Under what conditions can a pilot deviate from an instrument approach procedure to complete an approach and landing under IFR conditions (Contact Approach)?

**Answer:** A contact approach can only be authorized when requested by the pilot, and under the conditions that (1) the pilot remain clear of clouds, (2) the reported ground visibility is at least 1 statute mile, and (3) the pilot has a reasonable expectation of continuing to the destination airport in those conditions.

Reference: FAA-H-8083-16B, glossary



Planned List of Chapter Events
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**January Meeting**

Building Wooden Experimental Aircraft – Eric Muehlberg

**February Meeting**

An Experimental Microjet – Justin Lewis

**March Meeting**

From Wing Walker to CFII and B25 Pilot – Ashley Shelton

(Still to be confirmed)

**April Young Eagle Event at Shawnee Airport.**

(Date to be confirmed)

**April Meeting**

The advantages of Camguard and other Aircraft Specialty Products.

**20May Flying Start Event at Shawnee Airport.**

**May Meeting**

KOCO Channel 5 Chopper Pilot – Chris Rutledge.

(Still to be confirmed)

**June Meeting**

Summer picnic – BBQ Meal at Gary and Karen Hangar, Twin Lakes, 2OK2.

**July Meeting**

Visit Tinker Air Show

**August Meeting**

Oshkosh report – Gary Manning

**September Meeting**

How to build an Airpark – Chuck Lewis

**October Meeting**

Weatherford Museum Fly Out

**November Meeting**

Thanksgiving – No meeting

**09 December**

Christmas Meal at Karen and Gary Hangar, Twin Lakes, 20K2.