8 February 2024

EAA Chapter 24 Meeting Items

Air Kenya DeHaviland DHC 6-300 Twin Otter at Keekorok Airstrip, Masai Mara Game Preserve

Agenda

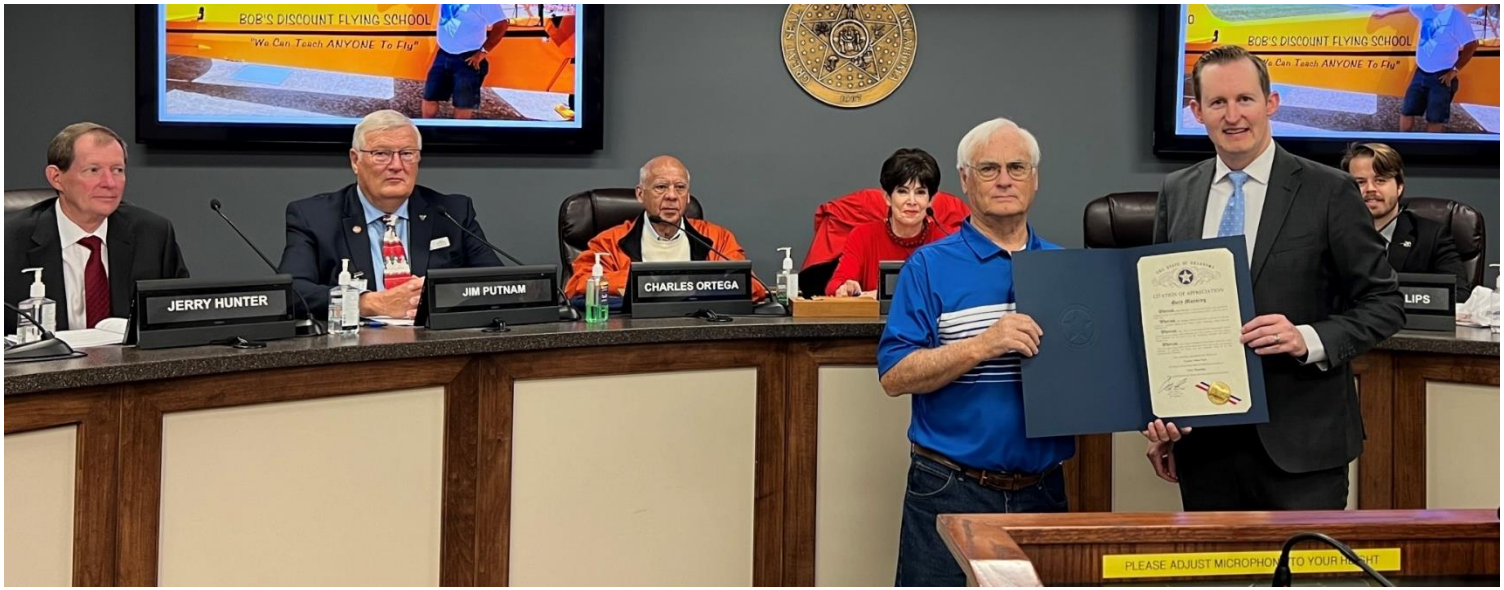
- Call to Order – Introduce Newcomers/Visitors

Old / Continuing business:

Tri-chapter Christmas dinner 2 Dec 23 had a great turn-out, with over 70 people attending.

13 December meeting of the Oklahoma Department of Aerospace and Aeronautics recognized EAA Chapter 24 for our 5,000 Young Eagle Flights!

Gary Manning given a citiation from Senator Adam Pugh for the 59th Aero Caucus



Agenda

Old / Continuing business: Young Eagles:

- 16 December Pancake Breakfast –thanks to our volunteers!
- Volunteer Recognition! Pins and certificates for:
  - Rebeca Velez
  - Gabe Velez
  - Victoria Stevens
  - Isabella Mayberry
  - Keara Schaffer
  - Antonin Stoddard
  - Vega Gamble

Agenda

Young Eagles schedule for 2024 – 4th Sat. of Month

March 23rd*, April 27th, May 25th, June 22nd*, none in July, August 24th*,September 28th, and October 26th

- Dates include pancake breakfast at 0800, YE flights start 0900

2024 Air Academy at EAA Oshkosh HQ

- We have reserved one slot for a boy or girl, aged 12-13 for the EAA Young Eagles Camp Session 2, June 22-26, 2024. Will select candidate within 30 days. WE NEED A CANDIDATE BY END OF MONTH OR WILL LOOSE SLOT.
- The lodge has 12 bunkrooms with

four bunks per room and shared bathroom facilities. The EAA Air Academy Lodge is the hub of activity during your stay in Oshkosh. You'll eat, sleep and make new friends here!

Old Business

EAA Ray Aviation Scholarship winners – Status updates

- Vega Gamble – flying continues beyond solo.
- Gabriel Velez- our winner for 2022, has soloed, passed ground school, moved flight school, increased his flying working hard to finish.
- Tucker Barbee – Passed his private pilot checkride! Joined the Air Force.
- Antonin Stoddard – Young Eagle pilot, prepping for college in the fall.
- Lawson Laslo – Passed his Instrument and Commercial Pilot check-rides. Dedicated Young Eagle Pilot.

ANNUAL RAY SCHOLARSHIP APPLICATION TIME!

- Because of our success thus far with the Ray Scholarships we have been offered a unique Chapter opportunity.
- We now have scholarships outside the competitive process by kicking in 25% of the $11,000 Ray Scholarship cost.
- HQ EAA will kick in 75%, our share will $5,500 for two scholarships.
- Our Treasurer will cut the check when required.
- Applicants can start applying in January 2024 to our chapter.

EAA FLIGHT TRAINING SCHOLARSHIPS

- EAA has a separate category of scholarships available as well
  - Flight training scholarships
  - Post-Secondary Scholarships (college flight training programs)
    - Includes additional ratings, aviation related programs such as aeronautical engineering, air traffic control, aviation management, or A&P maintenance.
- A total of 50 scholarships are available, and are competitive in nature
- Applications open 1 Nov 23, close 1 March 24
- Apply on-line at https://www.eaa.org/eaa/learn-to-fly/scholarships
- Minimum age is 16. There is no maximum age!

Young Eagles Build and Fly

STATUS REPORT:

Pat Cohenour

- First flight successful!
- Model even useable for another flight!
- Thanks to all who helped build it and flew it
- Wintertime is a good time to build!
- Isabella, Vega & Victoria worked on the new Skynetics trainer
- Time to fly (snow optional!)

Old Business

Piper Colt Aircraft project Current Status report

- We have an offer to sell. Negotiations in progress.
- A member has offered to donate a Rans S-6 ES
  - History of damage, prop strike, will require some re-build & restoration.
  - Good News – not a certified aircraft so “anyone” can work on it!
  - Will require $20K or more to restore.
  - Will need a chapter vote to explore further.

EAA Virtual Ultralight Days

February 20, 2024, Tuesday

Getting Started in Ultralights-1 p.m.

- the simple rules of Part 103 and tips for getting started. Qualifies for FAA WINGS credit.

Introduction to Powered Paragliders -2:30 p.m.

- explains the equipment and the basics of flying, maintaining and training in a paramotor. Qualifies for FAA WINGS credit.

Badland Aircraft: The Folding-Wing Ultralight - 4 p.m.

- With a traditional 3-axis control system, folding wings and numerous engine options Badland aircraft ultralight models are familiar to any pilot.

Quicksilver Aircraft and Aero 1000 4-Stroke Engine - 5:30 p.m.

- all about the Quicksilver line of ultralight aircraft, including the new 4-stroke engine option, the Aero 1000 HO.

Rotax Two-Stroke Operation and Maintenance Tips - 7 p.m.

- operating and maintaining 2-stroke Rotax engines. Qualifies for FAA WINGS and AMT credit.

EAA Virtual Ultralight Days

February 21, 2024, Wednesday

Quad City Challenger Maintenance and Inspection Tips - 1 p.m.

- maintenance and inspection for the Challenger ultralight. Qualifies for FAA WINGS and AMT credit.

Flying Clubs and Ultralight Flight Instruction - 2:30 p.m.

- share their club and ultralight flight training experiences.

Powrachute: Powered Parachute Basics - 4 p.m.

- details of the Powrachute machines and the basic overall beauty of this inherently stable type of flying machine. Qualifies for FAA WINGS credit

Airspace for Part 103 Paramotors and Ultralights - 5:30 p.m.

- explains airspace for the ultralight pilot flying under FAR Part 103. Qualifies for FAA WINGS credit.

Fabric Covering Light with Stewart Systems -7 p.m.

- how covering an aircraft with Stewart Systems is a safe, fun, and relatively simple process. Qualifies for FAA WINGS and AMT credit.

EAA Virtual Ultralight Days

February 22, 2024, Thursday

Everything About the Legal Eagle - 1 p.m.

- details of the history and development of the Legal Eagle design.

Airport Operations and Ultralights - 2:30 p.m

- help guide ultralight pilots and airport operators to mutual understanding and development of procedures so ultralight vehicles can safely integrate into airport operations. Qualifies for FAA WINGS credit.

Safety Condition Inspection for Ultralights - 4 p.m.

- Denny Demeter as he shares his mindset on things he has learned over the years to inspect and maintain your ultralight. Qualifies for FAA WINGS and AMT credit.

Basics of Weight Shift Trikes - 5:30 p.m.

- explains what's available and trike fundamentals. Qualifies for FAA WINGS credit.

2-Stroke Engines: Secrets to Success - 7 p.m.

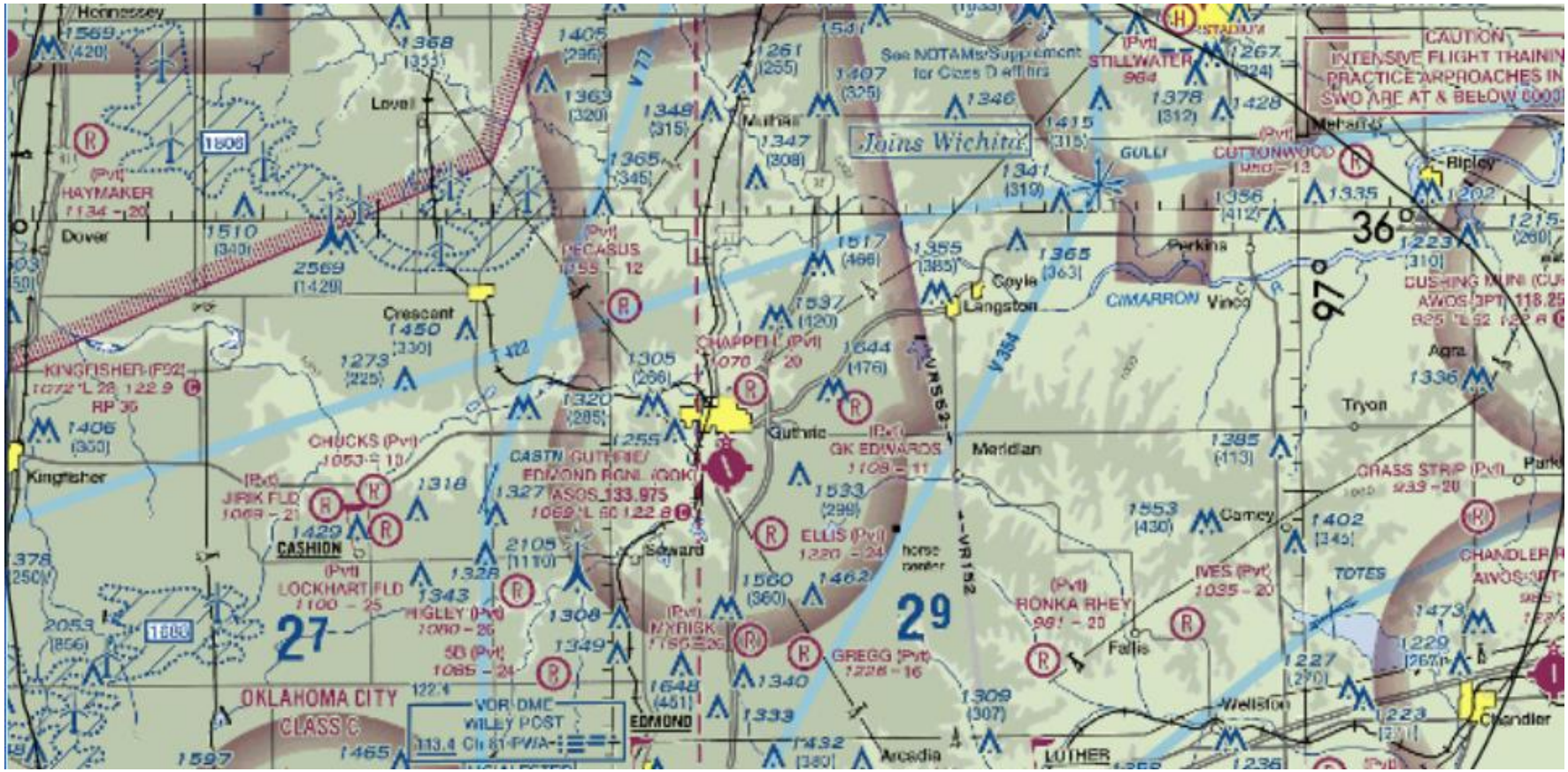
- the types of things to keep your engine operating properly. Qualifies for FAA WINGS and AMT credit.

EAA VMC Club

EAA VMC Club

Question of the Month

Question: What is the difference between three- and four-digit identifiers for military training routes (MTRs) charted on a sectional chart?



VMC Answer

Question: What is the difference between three- and four-digit identifiers for military training routes (MTRs) charted on a sectional chart?

Answer: A four-digit identifier is used for routes that are entirely between ground level and 1,500 feet AGL (generally flown VFR). A route with a three-digit identifier (or less) has at least one segment above 1,500 AGL (generally flown IFR). It should be noted that military aircraft may operate on these routes at speeds in excess of 250 knots, even when below 10,000 feet MSL. Width of MTRs can vary from 4 to 16 miles.

Source: FAA Aeronautical Chart User's Guide, P. 19

EAA IMC Club

Question of the Month

Question: When transitioning from instrument to visual flight at the end of an instrument approach, what factors might make a pilot inadvertently fly lower than intended?

IMC CLUB ANSWER

Question: When transitioning from instrument to visual flight at the end of an instrument approach, what factors might make a pilot inadvertently fly lower than intended?

Answer: Three factors can all create the illusion that a pilot is higher than (s)he thinks. According to FAA-H-8083-15B, *Instrument Flying Handbook*, page 3-9, these include the following:

Water Refraction

Rain on the windscreen can create an illusion of being at a higher altitude due to the horizon appearing lower than it is. This can result in the pilot flying a lower approach.

Haze

Atmospheric haze can create an illusion of being at a greater distance and height from the runway. As a result, the pilot has a tendency to be low on the approach. Conversely, extremely clear air (clear bright conditions of a high attitude airport) can give the pilot the illusion of being closer than he or she actually is, resulting in a high approach that may cause an overshoot or go around.

IMC CLUB ANSWER

Haze

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Fog

Flying into fog can create an illusion of pitching up. Pilots who do not recognize this illusion often steepen the approach quite abruptly.

Chapter Video(s)

Owning a Van's RV-3

Meet the Ascender!

"Last Minute, or I Forgot"

Bull elephant on the road at Amboseli National Park, Kenya 21 Jan 24