



EAA Chapter 24 Meeting Items

11 November 2021



WWII German Blohm & Voss BV 238 Flying Boat – largest aircraft in the world in 1944 at 100 tons takeoff weight. Six 1,750 [hp](#)) [Daimler-Benz DB 603](#) liquid-cooled inverted [V12 piston engines](#)



Agenda



- Call to Order – Introduce Newcomers/Visitors
- Minutes of last meeting

Old / Continuing business:

- Young Eagles :
 - 23 Oct YE results: 27 flown, Dennis Boren-12, Jerry Calvert-2, Troy Chaddon-2, Larry Danko-2, Jim Harris-2, Lawson Laslo-4, David Steed-3
 - Ground crew: Flash Gordon, Anne Stoddard, Pat Cohenour and Jim Putnam
 - Thanks to the Scholarship candidates and families for the cooking set-up and teardown.
 - Pancake breakfasts/Young Eagle events for 2022 are: March 26, April 23, May 28, June 25, none in July (Oshkosh), August 27, Sep 24, and Oct 22



Old Business



EAA Ray Aviation Scholarship winners

- Lawson Laslo – Complete and working on Instrument rating.
- Antonin Boutin – Soloed!

Sundance Aviation Scholarships – updates

- Victoria Stevens – Private Pilot!
- Bill Pickle
- Nicholas Rutledge
- Jeff Drebes – Private Pilot!
- Caleb Veal
- Dominic Goode
- Foster Becquet – Private Pilot!
- Seth Johnson
- Aden Fox
- Hannah Fortnoy
- Craig Jackson – Soloed!





Leadership is looking for a good project to take on next. Currently looking at possibilities like:

Steens Skybolt aerobatic 180 hp tandem. Project has covered wings, needs tail and fuselage covered, and pickled engine rebuilt due to dry seals. No price yet. Stay tuned.

Cessna 120/140, 150, Piper Tri-Pacer, Colt, early Cherokee, other similar types possible.

- POCs: Eric Muehlburg (text to 405-923-6749), Mark Johnson (text to 405-434-5435) or Jay Burgess (text to 405-819-6397)
- Mark visited 4 airports, looked at several “derelict” aircraft at Gundy’s airport, will do research. Possible Cherokee at Okmulgee which has been sitting for several years, asking \$23.5K



Young Eagles Build and Fly



Introducing the YOUNG EAGLES **BUILD & FLY** PROGRAM



STATUS REPORT:

members

- Pat Cohenour

What's Included

The program kit includes a SIG electric-powered eKadet LT-40 kit, all building materials, electronics, and accessories; a Horizon Hobby Vapor indoor RC model, and a copy of the RealFlight 8 RC flight simulator.



[Learn More >](#)



EAA National New Business



We are volunteering for running a three-chapter Pancake Breakfast at Oshkosh in conjunction with 1098 and 1612

POC: Eric Muehlberg



It looks like we will have the EAA Ford Tri-Motor back again for some time in the first two weeks in May 2022!

EAA VMC Club





VMC Question

In the AIM Section 3-1-5 VFR Cruising Altitudes and Flight Levels, Table 3-1-2 shows VFR cruising altitudes for elevations above 18,000 feet.

We were all taught that Class A airspace begins at 18000 feet to 60000 feet (FL600). We were taught that you must be instrumented rated, on an instrument flight plan, and in contact with ATC to fly in Class A airspace. Yet this table indicates that VFR flight rules would apply, flying East at Odd Flight Levels plus 500 feet, and flying West at Even Flight Levels plus 500 feet... up to FL290.

How and where are you going to fly above 18000 feet VFR?

TBL 3-1-2

VFR Cruising Altitudes and Flight Levels

If your magnetic course (ground track) is:	And you are more than 3,000 feet above the surface but below 18,000 feet MSL, fly:	And you are above 18,000 feet MSL to FL 290, fly:
0° to 179°	Odd thousands MSL, plus 500 feet (3,500; 5,500; 7,500, etc.)	Odd Flight Levels plus 500 feet (FL 195; FL 215; FL 235, etc.)
180° to 359°	Even thousands MSL, plus 500 feet (4,500; 6,500; 8,500, etc.)	Even Flight Levels plus 500 feet (FL 185; FL 205; FL 225, etc.)



VMC Answer



FAR § 91.159 VFR cruising altitude or flight level states:

“Except while holding in a holding pattern of 2 minutes or less, or while turning, each person operating an aircraft under VFR in level cruising flight more than 3,000 feet above the surface shall maintain the appropriate altitude or flight level prescribed below, unless otherwise authorized by ATC:

(a) When operating below 18,000 feet MSL and -

(1) On a magnetic course of zero degrees through 179 degrees, any odd thousand-foot MSL altitude + 500 feet (such as 3,500, 5,500, or 7,500); or

(2) On a magnetic course of 180 degrees through 359 degrees, any even thousand-foot MSL altitude + 500 feet (such as 4,500, 6,500, or 8,500).

(b) When operating above 18,000 feet MSL, maintain the altitude or flight level assigned by ATC.”

The above would suggest that VFR flight above 18,000 feet is not allowed at all. But let’s not forget that not only powered aircraft are capable of such altitudes. Gliders are well capable of reaching those levels. Local “Letters of Agreement” can be established between Air Route Control Center and soaring groups to create so-called “**Wave Windows.**” The purpose is to develop areas and procedures for glider operations within Class A Airspace under the jurisdiction of the local ARTCC. Pilots must comply with all applicable Federal Aviation Regulations, except for deviations specified in that Letter of Agreement which allow them to fly VFR in Class A.



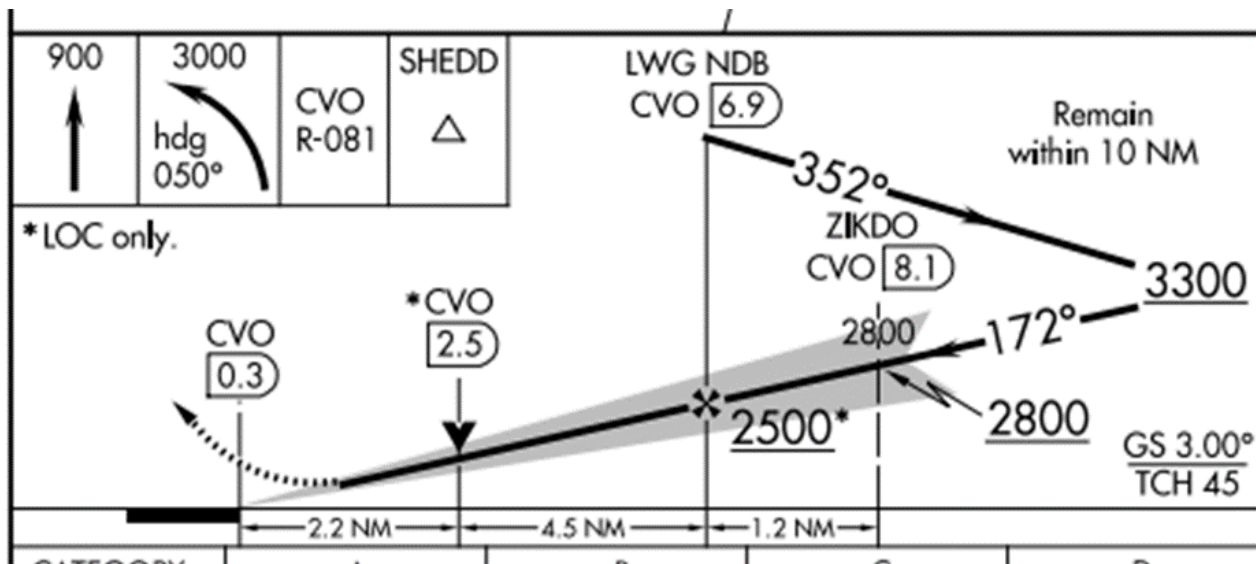
IMC CLUB QUESTION



In the KCVO ILS-17 (Pictured below), the GS (Glideslope) intercept altitude is 2800 feet at ZIKDO. The "2800" with the lightning bolt is underlined. Then the "2500" at the FAF is underlined, but it is asterisked to LOC only.

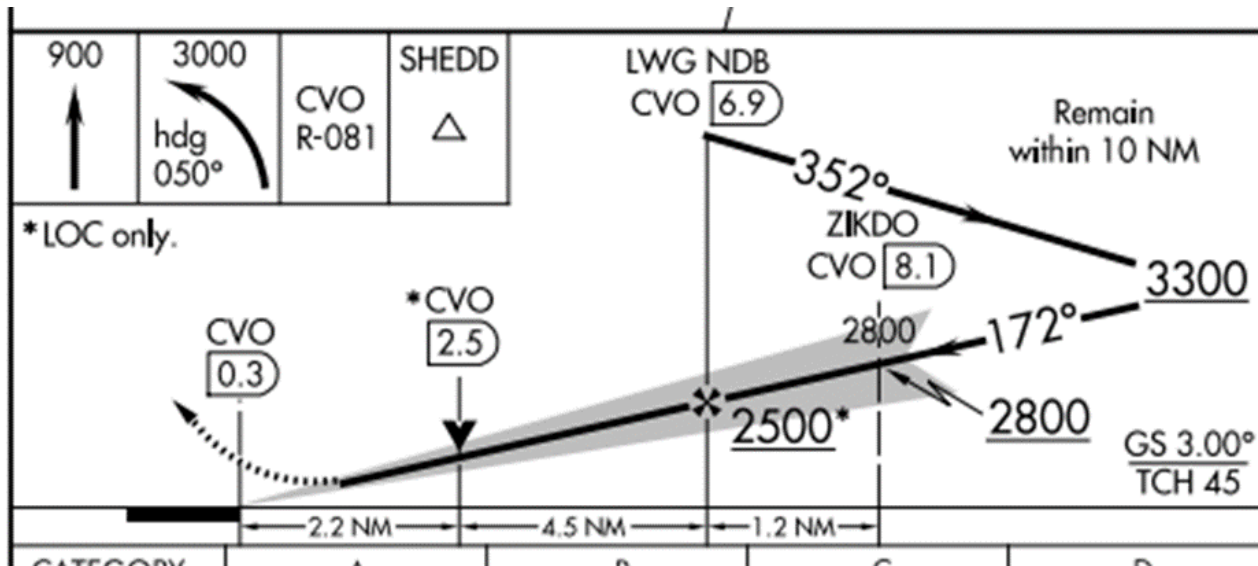
Are ALL the underlined altitudes hard minimums?

Let's say you either manually or on autopilot start "sliding down" the GS and happen to cross the GS intercept fix 50 feet low. It is still well within GS specs -- probably within half a dot -- but slightly below the underlined altitude. Is it legal?





IMC CLUB ANSWER



The answer:

The ACS is clear about precision approach requirements: *"Maintain a stabilized final approach from the Final Approach Fix (FAF) to DA/DH allowing no more than ¾-scale deflection of either the vertical or lateral guidance indications and maintain the desired airspeed ±10 knots."* However, the glide slope is designed to be intercepted at the published glide slope intercept altitude. If you choose to "slide down" on a glideslope (GS) before the GS intercept point, you ARE responsible for staying at or above all depicted underlined altitudes.

AIM in Section 4. Under "Arrival Procedures", subsection 5-4-5 (b) clearly states (please note highlighted sections):



IMC CLUB ANSWER



*The method used to depict prescribed altitudes on instrument approach charts differs according to techniques employed by different chart publishers. Prescribed altitudes may be depicted in four different configurations: minimum, maximum, mandatory, and recommended. The U.S. Government distributes charts produced by National Geospatial-Intelligence Agency (NGA) and FAA. **Altitudes are depicted on these charts in the profile view with underscore, overscore, both or none to identify them as minimum, maximum, mandatory or recommended.***

- 1. Minimum altitude will be depicted with the altitude value underscored. Aircraft are required to maintain altitude at or above the depicted value, e.g., 3000.***
- 2. Maximum altitude will be depicted with the altitude value overscored. Aircraft are required to maintain altitude at or below the depicted value, e.g., 4000.*
- 3. Mandatory altitude will be depicted with the altitude value both underscored and overscored. Aircraft are required to maintain altitude at the depicted value, e.g., 5000.*
- 4. Recommended altitude will be depicted with no overscore or underscore. These altitudes are depicted for descent planning, e.g., 6000.*

NOTE-

- 1. Pilots are cautioned to adhere to altitudes as prescribed because, in certain instances, they may be used as the basis for vertical separation of aircraft by ATC. When a depicted altitude is specified in the ATC clearance, that altitude becomes mandatory as defined above.***
- 2. The ILS glideslope is intended to be intercepted at the published glide slope intercept altitude. This point marks the PFAF and is depicted by the " lightning bolt" symbol on U.S. Government charts. Intercepting the glideslope at this altitude marks the beginning of the final approach segment and ensures required obstacle clearance during descent from the glideslope intercept altitude to the lowest published decision altitude for the approach. Intercepting and tracking of the glideslope prior to the published glide slope interception altitude does not necessarily ensure that minimum, maximum, and/or mandatory altitudes published for any preceding fixes will be complied with during the descent. If the pilot chooses to track the glideslope prior to the glideslope interception altitude, they remain responsible for complying with published altitudes for any preceding stepdown fixes encountered during the subsequent descent.***



Chapter Video(s)





John Corneal's SUBSONEX



JOHN CORNEAL'S
SUBSONEX
A PINT-SIZED JET SATISFIES A BIG AMBITION



Berkut 036



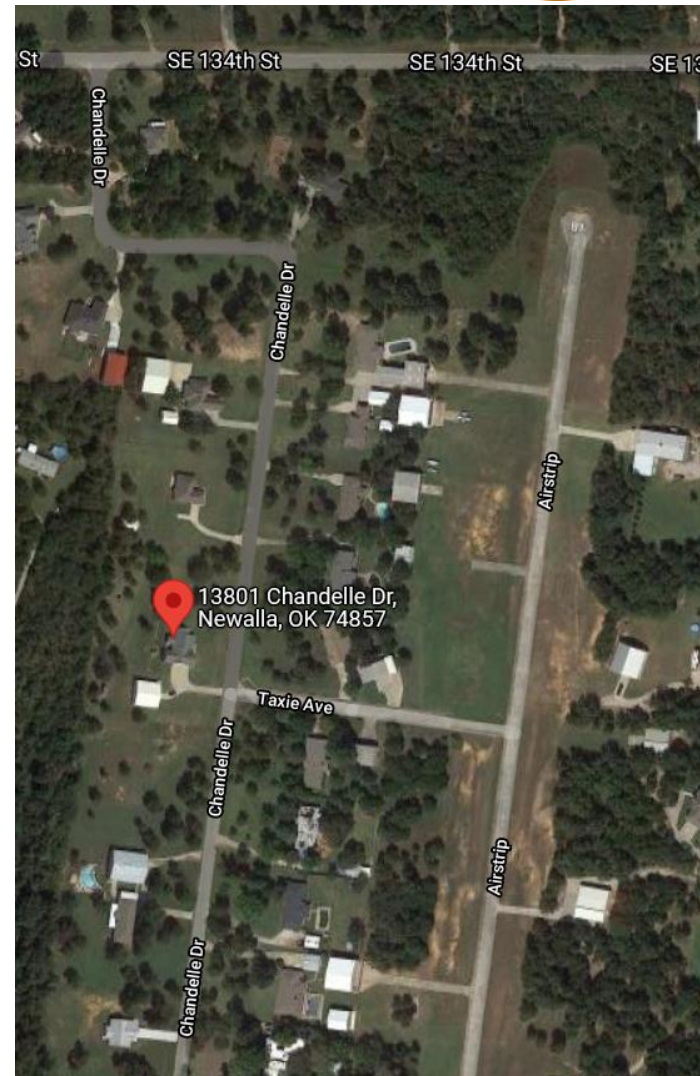


FUN IN ANY SCALE!





December Meeting is our Christmas Party!



Saturday 11 December at 4:30 PM At **Gary Manning's hanger at Twin Lakes airport. 13801 Chandelle Drive, Newalla, OK 73957.** Cell: 405-664-7356

Everyone is welcome to bring guests and friends. Please bring a desert or a side dish. The EAA chapters will provide the meat and drinks.



“Last Minute, or I Forgot”



Steen Skybolt was designed by teacher Lamar Steen as a high school engineering project, the prototype first flew in October 1970. Conventional welded tube fuselage and wooden wings, all fabric covered. It is a tandem open-cockpit two-seat biplane and is stressed for normal aerobatics. Engine is Lycoming 0-360 180 hp engine. The Skybolt has become popular as an amateur-built sporting biplane, with over 400 aircraft having been completed from construction plans sold in over 29 countries. Length: 19 ft, Wingspan: 24 ft, Height: 7 ft, empty wt: 1080 lbs, MTO wt: 1650 lbs, Max speed: 145 mph, Cruise: 130 mph, range: 450 miles, rate of climb 2500 fpm!



