



# EAA Chapter 100 May 2023 Newsletter

<http://eaa100.org>

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EAA Chapter 100 is a nonprofit association involved in the promotion of aviation through adult and youth education, hands-on training, building and maintenance of experimental aircraft, and through community awareness programs.

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Reader submissions and comments are strongly encouraged.

## May Meeting

– Dwayne Hora

### Reminders:

Our Saturday, May 13 meeting will be held at the Dodge Center airport terminal building, hosted by Chris Budahn.

We have \$5 in YE credits to redeem.

More information on YE Flights on May 20, 2023.

Thanks,

Dwayne Hora  
EAA Chapter 100  
President



## **Young Eagle Support Volunteers needed**

-- EAA Chapter 100

The following training is needed for the EAA Chapter 100 Young Eagles Event on Saturday, May 20, 2022:

Pilots: [EAA Youth Protection Policy and Program](#)

Ground Volunteers should review: [EAA Youth Protection Policy](#)

**Editor:** Dan Crandell has more information. Please e-mail him at:

[YoungEagles@eaa100.org](mailto:YoungEagles@eaa100.org).

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## A Note from the Treasurer

-- Chris Budahn

Hello EAA100,

We have ordered and received some new EAA100 t-shirts that will be available for purchase at the Young Eagles event and the pancake breakfast. Supplies are limited so be sure to get one before they're gone. The price is \$15.

I will begin advertising for the pancake breakfast this week. I am planning to send out flyers in the mail and also make some online posts through various platforms. If there is a specific place or organization you think we should advertise with please let me know.

Happy Flying,

Chris Budahn

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## Isle Airport Association

-- Dave Retka

Please consider a new or renewing membership in the Isle Airport Association and support efforts to maintain and improve Isle Airport on beautiful Mille Lacs Lake.

Fly in, relax, camp, or stay a while at one of the many local resorts. There are many eating establishments along the lake shore or in the quaint town of Isle just a short distance from the airport.

Members can enjoy the new courtesy car or the on-site bicycles to explore the area.

The Isle Airport is a **Private Use Airport** allowing only Isle Airport Association members legal use of the airport.

Non-members must talk with and receive permission from an active Isle Airport Association pilot before flying into Isle Airport. We want all visiting pilots to be aware of some unique conditions at Isle Airport.

We made great progress in 2018 to improve the safety of your flights by removing many trees in the landing/takeoff flight path and on the sides of the runway. We also secured better mowing equipment to help us maintain a quality runway. The old steel runway markers were replaced with modern style plastic cones. It is no surprise, however, that additional work is needed. Your continued support, volunteer time, and **donations** are always greatly appreciated.

Thank you for your consideration.

Isle Airport Association President: Dave Retka

**Editor:** Dave's phone number is 651-263-8614

His e-mail is [DaveRetka@gmail.com](mailto:DaveRetka@gmail.com)

Their Facebook page is <https://www.facebook.com/people/Isle-Airport-Association/100064549187498/>

The annual Pancake Breakfast fly in/drive in will also take place Sunday July 9th. Please set your calendars if you plan on attending - it comes with some exciting news to add this year!

Isle Private MY72 will host a National STOL Series event Friday, Saturday and Sunday July 7-9 2023.

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# Secretary Comments

-- Jeff Hanson

## EAA Chapter 100

### Chapter 100 meetings

Here are the minutes from the April meeting:

- 15 members present
- The spring Young Eagles event will be held on Saturday, May 20th with the 27th as a rain date. The fall event will be held September 16th with the 23rd as a rain date. Pilots and volunteers are needed. The EAA signup link will be sent out with the newsletter. (*Editor:* Dan Crandell discovered the link is missing from the EAA website. He is contacting EAA HQ.) Setup for the 20th event will be Friday May 19th at 6:00 PM.
- IMC Club discussion. Meeting dates and details to follow.
- Pancake breakfast discussion. The website has been updated and the flyer is there for printing and distribution.
- Art is looking for volunteers to help with the South Forty aircraft camping at AirVenture again this year. Contact Art if you are interested.
- T-Shirt discussion. A motion was made by Gordy Westphal to purchase 50 safety yellow shirts with black print and 50 gray shirts with black print. Art Howard seconded the motion and the motion passed. Brad will take care of placing the order.
- The EAA Chapter Video for the month was played.

The meeting adjourned around 8:30.

Respectfully submitted,

Jeff Hanson

Chapter Secretary

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(Continued from page 2) - Isle Airport Association

Activities will include STOL practice on Friday and STOL competition Saturday.

A free concert Friday night featuring Rhett Walker, aerobatic practice featuring US National Aerobatic team members Craig Gifford and Britt Lincoln.

The annual Pancake Breakfast fly in/drive in will again take place Sunday morning. Weekend under wing camping is available, stay tuned for the final schedule and weekend parking/camping costs.

PLEASE SHARE !

<https://www.rhettwalker.com/>

For more information on tickets visit:

<https://nationalstol.com/2023seasonschedule/>

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## 2023 GMAG

-- Minnesota Pilots Association

The 2023 GMAG opens at 8:00 a.m., Friday, May 19, with the morning filled with the award-winning seaplane ground school course and the beginning of concurrent sessions (yes, you have some choices to make!) which run the rest of the day and all day Saturday, May 20.

Please go to [www.mnpilots.org/gmag](http://www.mnpilots.org/gmag) to see the schedule of events and other information regarding driving to or flying to the GMAG.

Sarah Dickerson, our graphic artist (and ATP first officer with United Airlines!) extraordinaire, has done it again, coming up with a terrific logo for our program guide, posters and tee shirt!

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**Editor:** To see the Friday and Saturday Hangar Flying Schedules please go to url: <https://mnpilots.org/gmag/>

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## ***Young Eagles flight proves fatal for pilot***

*-- General Aviation News*

By General Aviation News Staff · April 10, 2023

The Young Eagles flight departed from Mustang Beach Airport ([KRAS](#)) in Port Aransas, Texas.

The Young Eagles volunteer pilots were provided with a suggested flightpath for Runway 30 departures. The procedure called for a right turn at 500 feet after take-off and to fly along the Corpus Christi ship channel until

reaching the municipal harbor. The procedure then called for a left turn toward a lighthouse then a right turn to fly along the beach southbound. The procedure finally called for two right turns to enter back into a right downwind traffic pattern to Runway 30.

On the morning of the accident, the pilot flew the Cirrus SR22 to KRAS. About 20 minutes after arriving at the airport, he flew his first Young Eagles flight of the day. According to a witness and air traffic information, the pilot made three approaches to Runway 12 before finally landing.

During the second flight of the day, the pilot took a child and the child's father for their discovery flight. The child sat in the aft right seat, and the father was seated in the front right seat.

The flight departed Runway 30. However, the airplane's flight track did not follow the suggested route for the event for reasons that could not be determined.

Witnesses stated that the airplane was "low and slow" on the approach to Runway 30, and the airplane almost touched down short of the runway.

Before landing, the pilot appeared to initiate a go-around. The engine power increased, the airplane's nose pitched up sharply, the left wing dropped, the engine power decreased, and the airplane hit the ground inverted in a nose low angle in front of a row of hangars adjacent to the runway. After ground impact, the Cirrus Airframe Parachute System deployed.

The airplane was destroyed in the crash, while the pilot was killed and the two passengers sustained serious injuries.

A cell phone video recorded by the front-seat passenger captured the accident flight and crash. About eight seconds before the impact, the video showed the flap selector switch in the UP (0%) position. About five seconds before the impact, the video and audio captured an increase in engine rpm, followed by a left roll, an immediate decrease in engine rpm, and terrain impact in a left-wing low attitude.

According to the pilot's logbook, he began his flight training on July 7, 2018, and received his private pi-

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## Newsletter Editor

-- Art Howard

The weather is improving!

As you can see in this newsletter, so are the flying opportunities. Flight breakfasts are starting up again, fly-ins are happening, Young Eagle events are scheduled, GMAG (Great Minnesota Aviation Gathering) is on at Buffalo, and our Chapter meetings are again on Saturday mornings. If you have not been flying for the winter, it's time to find your CFI and schedule some recurrent training. Be safe while flying this summer.

And as always happens during the warmer weather flying season here in Minnesota, events are piling up on each other. So take some time and look at your schedule and plan which events you are going to participate in. Dan Crandell needs volunteers at the EAA Chapter 100 Young Eagles event. Dwayne Hora needs volunteers for the Chapter Fathers Day Pancake Breakfast in June. There is also a rumor spreading that volunteers showing up at the Pancake Breakfast to work will get a free T-shirt. Now that is something!

I have not been flying the first week of May as my 1962 Piper Cherokee, PA 28-160, is in for its annual inspection. And as always, when owning and flying a 1960's vintage airplane, something always needs fixing. In 1975, the FAA said all airplanes coming out of the factory must have shoulder harnesses. So, this year we added shoulder harnesses for the pilot and co-pilot seats. Also, the fiberglass nose bowl needed some work to fix a problem where it was touching the engine and causing wear on the number one cylinder valve cover. I hope to get it out of annual the second week of May and have another year of safe flying with a reliable airplane

The Factory rebuilt Lycoming engine has been performing well and now has 300 hours, according to the engine tachometer. Yes, my Cherokee does get to fly a lot. Sun n' Fun, a trip to Arizona last August, Beaver Island, MI last summer, and fly-in breakfasts all give me an excuse to sit in the pilot seat and enjoy the opportunity of flight.

Yes, the weather is getting warmer. Already had to cut the lawn grass twice. Nice to see the trees putting on leaves again. However, I also heard my first thunder of the season. So stay safe and fly around thunderstorms,

giving them a wide birth. Also, do not fly under a new shower forming when thunderstorms are forecast. The new shower may just be the start of a new thunderstorm with its up drafts. Not a good place to be either VFR or IFR. Give it a wide birth and stay safe.

See you around the patch

I need more articles from the membership. Please send your articles and pictures to [alhowar@attglobal.net](mailto:alhowar@attglobal.net).

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*(Continued from page 4) - Young Eagles flight proves fatal for pilot*

lot certificate on March 8, 2019. Most of his flight training was conducted in a Cessna C-172. His last month of training and practical exam (12.8 hours total) were completed in a Piper PA-28. Upon completion of his private certification, the pilot had a total of 99.8 hours of flight time.

He started to fly the Cirrus three days after he received his private pilot certificate and had a total of 72.5 hours in it as of March 6, 2021.

The pilot received flight training in the Cirrus between Nov. 16, 2019, and Dec. 15, 2019, logging 17.3 hours of dual instruction and 19 hours of ground instruction.

The initial impact point was located about 80 feet left of the runway centerline, and the main wreckage came to rest about 90 feet west of the initial impact. Fragmented fiberglass fuselage components and the nose wheel were located between the initial impact and main wreckage.

The main wreckage comprised the engine, cockpit/cabin, both wings, and the empennage. The upper cockpit and cabin structure was destroyed by impact and rescue efforts. The CAPS parachute canopy and suspension lines were deployed and came to rest on the ground adjacent to the main wreckage. The CAPS activation T-handle was found stowed in its receptacle. The outboard left- and right-wing leading edges were crushed aft and wing skin was partially delaminated.

Flight control continuity was established from all flight control surfaces to their respective cockpit controls. The wing flap actuator position was consistent with the flaps in the retracted position.

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(Continued from page 5) - Young Eagles flight proves fatal for pilot

The Avidyne primary flight display (PFD) and multifunction display (MFD) units were recovered and sent to the National Transportation Safety Board Vehicle Recorders laboratory for data extraction.

The data downloaded from the PFD showed that just prior to the accident, the airplane's nose pitched to about 22°, as the airplane rolled to the left and then descended rapidly with a pitch of 30° nose down. The airspeed at the time the data ended was 71 knots. The left roll continued until the data ended.

**Probable Cause:** The pilot's failure to maintain adequate airspeed during the go-around, which resulted in the airplane exceeding its critical angle of attack and a subsequent aerodynamic stall.

[NTSB Identification: 102974](#)

To download the final report. [Click here](#). This will trigger a PDF download to your device.

This April 2021 accident report is provided by the National Transportation Safety Board. Published as an educational tool, it is intended to help pilots learn from the misfortunes of others.

**Editor:** There are some interesting comments on the General Aviation News site. Please go to URL: <https://generalaviationnews.com/2023/04/10/young-eagles-flight-proves-fatal-for-pilot/>

# EAA Young Eagles Pilot Requirements

-- EAA

**Editor:** This is from the EAA Young Eagles **Pilot Guidelines** brochure: **Pilot Requirements**

The Young Eagles pilot requirements are basic, but **MUST** be followed.

- ◆ Be a current EAA® member and hold an appropriate airman's certificate (sport pilot or greater)
- ◆ Possess a current medical certificate (if applicable)
- ◆ Be current to carry passengers in the aircraft you plan to use
- ◆ Have a current flight review
- ◆ Complete the Young Eagles registration form before the flight, including parent or legal guardian signature, and pilot signature
- ◆ Conduct flights in an aircraft that is in airworthy condition
- ◆ Have aircraft passenger liability insurance for the aircraft used (owned, rented, or borrowed)
- ◆ Adhere to all applicable Federal Air Rules (FARs)
- ◆ Complete both the online training and basic background check as a part of EAA's Youth Protection Policy. For more information, visit [EAA.org/YouthProtection](http://EAA.org/YouthProtection).

**Editor:** Make sure you are current to fly Young Eagles at the EAA Chapter 100 Young Eagles events.

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It looks like this pilot was flying much more airplane than he had trained in. The possible lesson here is high performance aircraft need a better skill and proficiency level.

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