



EAA Chapter 100 March 2020 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.

This publication by EAA Chapter 100, Inc. is for the use, education and occasional enjoyment of its members and others. No claim is made for the accuracy or applicability of information herein. Editorial content is the opinion of the contributor not necessarily the position of either EAA Chapter 100 or the Experimental Aircraft Association.

Reader submissions and comments are strongly encouraged.

President Reflection

-- Jim Owens

Hello Aviation enthusiast!

EAA Chapter 100 received Gold status from EAA corporate!! Thanks to your efforts we received a nine out of ten in these areas:

1. Attended a chapter leadership training session
2. Growing or steady membership
3. Offers IMC or VMC Club programs
4. Participates in Young Eagle or Flying Start programs
5. Has EAA approved Flight Advisor or Technical Counselor
6. Participates in EAA's Annual Chapter Member survey
7. Reads EAA ChapterGram regularly
8. Requested EAA promotional materials or ChapterBlast email
9. Hosts at least two public events each year
10. Owns/leases a facility

The criteria we missed was number eight.

Our March calendar is pretty busy, we hope to see you at the following events:

-March 7th, Cedar Rapids Iowa airport, 7:30am to 11am, 'Flight to End Polio' benefit breakfast. Proceeds go to an around the world flight in a Piper Lance to promote the campaign to end polio. No ramp fees, \$10 breakfast- this is not an EAA Chapter breakfast, additional details are still being worked out

-March 11th, 7pm Byron, Flight Following

-March 13th, 7pm Dodge Center AD build (maybe the Owens hangar) Retired Marine Colonel Robert Nasby (Dick Fechter's brother-in-law) A-6 intruder pilot will present his career experiences with aircraft carrier operations. If you are interested in coming, please send an [email to ProgramDirector@eaa100.org](mailto:ProgramDirector@eaa100.org)

-March 16th, 7pm Dodge Center airport hangar, AOPA safety seminar, Pilot Workshop's VFR mastery scenarios.

Secretary Comments

-- Jeff Hanson

EAA Chapter 100

There was no meeting in February so no meeting minutes for this newsletter. I will plan to have something for next month's newsletter.

Respectfully submitted,

Jeff Hanson

Editor: <http://www.hatzbiplane.com/>

The official webpage of the Hatz Biplane Association, dedicated to the education and enjoyment of building and flying Hatz CB-1, Classic, Bantam, and Kelly-D biplanes.

Here you will find HBA news, builder info, where to buy plans and information packs about the Hatz and the Kelly-D biplanes, a forum to trade messages with other builders, a bookstore, and so much more!
Stay Hatzy!

Hatz Biplane Association
1836 Elm Ave.
Canon City, CO 81212-4525

EAA Chapter 100 Dues for 2020

You can pay your EAA Chapter 100 dues for 2020 at the next Chapter meeting. Please bring \$10.00 to the next meeting. If you cannot make the meeting you can mail your dues to:

EAA Chapter 100
Gordy Westphal
2337 12 Ave NW
Rochester, MN 55901

Mooney that Crashed East of TOB

TOB

-- Dick Fetcher

Dick: This podcast if downloaded is about 78 MB so you might think twice about downloading it. It's the story of the Mooney that crashed east of TOB a couple years ago because of carbon monoxide poisoning. Lots of great lessons learned.

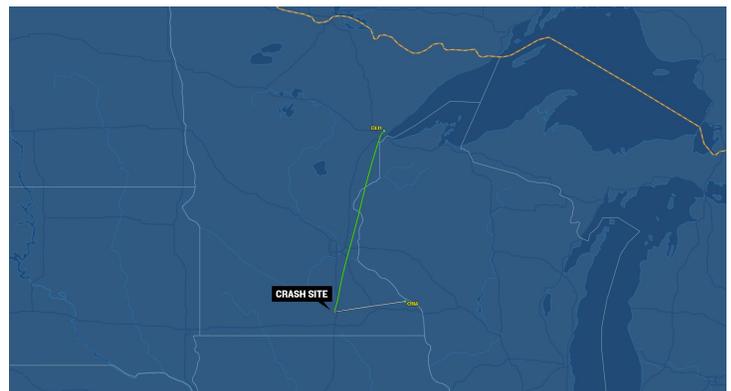
<https://www.aopa.org/training-and-safety/online-learning/real-pilot-stories/dan-bass-accident-photos>

THERE I WAS...DAN BASS PHOTO GALLERY

From the Air Safety Institute's "There I was..." podcast -

In this episode, we talk to Minnesota-based pilot Dan Bass. While flying his Mooney on a return trip from Ontario, Dan experienced carbon monoxide poisoning and lost consciousness while airborne. Hear Dan's incredible story of survival as he wakes up in a snow-covered field in the bitter February cold.

[Listen to the full "There I was..." podcast](#) to hear Dan Bass's story.



N9149V flight path and crash site (Image courtesy of FlightAware)

(Continued on page 4)

Aeronautical Chart User's Guide

-- Federal Aviation Administration

WHAT'S NEW? Update as of 30 January 2020 The following charting items have been added to the Online Chart User's Guide since the Guide was last published on 5 December 2019:

VFR CHARTS

Hazardous Inflight Weather Advisory Service (HIWAS) and Transcribed Weather Broadcast (TWEB) Decommissioning and Removal of Symbology from All VFR Charts

Starting 30 January 2020, HIWAS and TWEB symbology will be removed from VFR Charts. Charts produced and released prior to the 30 January 2020 effective date will still be in circulation, however, HIWAS, and TWEB services where indicated on those charts will not be available due to the decommissioning of both systems. The removal of all references to both services should be complete by 3 December 2020.

For additional information:

- **Federal Register Notice:** Announcement Titled - *Discontinuation of Hazardous Inflight Weather Advisory Service (HIWAS) in the Contiguous United States*, published on December 9, 2019 (URL: <https://www.federalregister.gov/documents/2019/12/09/2019-26386/discontinuation-of-hazardousinflight-weather-advisory-service-hiwas-in-the-contiguous-united-states>)
- **FAA Announcement:** Announcement Titled - *TWEB and TIBS in Alaska to Sunset*, published in December 2019 (URL: https://www.faa.gov/about/office_org/headquarters_offices/ato/service_units/systemops/fs/alaskan/notices/)

IFR ENROUTE CHARTS

Hazardous Inflight Weather Advisory Service (HIWAS) and Transcribed Weather Broadcast (TWEB) Decommissioning

Effective 30 January 2020, HIWAS and TWEB symbology will be removed from all IFR Enroute High and Low charts.

For additional information:

- **Federal Register Notice:** Announcement Titled - *Discontinuation of Hazardous Inflight Weather Advisory Service (HIWAS) in the Contiguous United States*, published on December 9, 2019 (URL: <https://www.federalregister.gov/documents/2019/12/09/2019-26386/discontinuation-of-hazardousinflight-weather-advisory-service-hiwas-in-the-contiguous-united-states>)
- **FAA Announcement:** Announcement Titled - *TWEB and TIBS in Alaska to Sunset*, published in December 2019 (URL: https://www.faa.gov/about/office_org/headquarters_offices/ato/service_units/systemops/fs/alaskan/notices/)

TERMINAL PROCEDURE PUBLICATIONS (TPPS)

No Changes Applied

Editor: The above was take from: https://www.faa.gov/air_traffic/flight_info/aeronav/digital_products/aero_guide/media/editions/cug-complete.pdf

Editor: **FAA Issues Policy for ADS-B Compliance**

Operators who want to fly in airspace covered by the rule but are not equipped with ADS-B Out avionics must request and obtain preflight authorization. The request must be made at least one hour before the proposed operation. An operator who flies a non-equipped aircraft in ADS-B airspace without obtaining a preflight authorization will be presumed in violation of the regulations.

The agency will not issue in-flight authorizations to operators of non-equipped aircraft, and ATC facilities will not accept requests for authorizations by telephone. An ATC clearance does not constitute an authorization.

Editor: For the complete article please go the [FAA news release web page](#) or put the following in your search engine: FAA Issues Policy for ADS-B Compliance

(Continued from page 2) - Mooney that Crashed East of TOB



Wreckage of N9149V



Broken windshield



Crash site at night



Dan's last photo taken before the incident.



Example of a muffler shroud

(Continued on page 5)

Benson's Airport

— EAA Chapter 745

Coffee and Doughnuts, Benson's Airport (6MN9), White Bear Lake, MN

EAA Chapter #745 Fly-in/Drive-in Coffee and Doughnuts, 9 am – noon, 3rd Saturday of the month at Benson's Airport (6MN9), White Bear Lake, MN. Stop in for some free coffee and doughnuts. Runway is NOT plowed. Kim: 763-503-0161 Airport: 651-429-0315.

We plan to continue doing these every 3rd Saturday of the month.

Benson Airport
5860 Highway 61 N
White Bear Lake MN 55110
(651)-429-0315

EAA Chapter 745

White Bear Lake, Mn

(Continued from page 4) - Mooney that Crashed East of TOB



Muffler shroud removed



Example of crack in muffler (Image courtesy of Ben Showman)

Listen to the full [ASI There I was...podcast to hear Dan Bass' story.](#)

Editor: AOPA credit:

<https://www.aopa.org/training-and-safety/online-learning/real-pilot-stories/dan-bass-accident-photos>



Sopwith Triplane Editor: Credits to [The Aerodrome.](#)

Newsletter Editor

-- Art Howard

Your Newsletter Editor is back in the USA from the Bahamas. We are working on decommissioning the boat for the season. We had been waiting for a weather window to cross the Gulf Stream between the Bahamas and Florida..

We continued to enjoy the Abacos, Bahamas on our sailboat in February. Flying skills come across nicely to sailing. In some cases it is easier. Both flying and sailing require weather skills, especially when going longer distances. Both require reading and interpreting charts. Flying is three dimensional and sailing is two dimensional, unless you count ocean tides for sailing. Both have time distance problems for navigation. For safe flight and safe sailboat passage making, both require good maintenance. Fair winds for both is good.

Submissions to this newsletter are welcome from EAA Chapter 100 members. Please send articles and pictures to newsletter@eaa100.org.

Your newsletter editor, Art Howard



s/v Samana is a Ketch (two masts). The result is three sails which are Jib, Main, and Mizzen,. Similar to the Sopwith Triplane on the left with three horizontal wings, Samana has three vertical "wings" called sails.

Items for Sale

Note: The following e-mail was received for inclusion in our Newsletter:

From: "aabebay@evertek.net" <aabebay@evertek.net>

Sent: Friday, December 6, 2019, 10:20:33 AM CST

Subject: Long EZ Project For Sale

Please forward this information to anyone that may be interested in purchasing a Project. I will no longer be able to get my pilot's license due to medical issues. The URL below will take you to my website that shows most of the components included in the sale. The price is \$3000, but I am open to partial or complete trades (looking for enclosed trailer or SCCA project car), open to all offers, the worst I can do is say no. I can store this project until spring if needed. Please email with any questions, or use the reply box on the website.

<https://longezforsale.godaddysites.com/>

Thank You,

Allen

Editor: The airspace depicted below shows where you need ADS-B out. There is a lot of airspace where you **do not need** ADS-B out, including **KRST** and **KTOB**. ([FAA](http://www.faa.gov))

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.

Editor: Make sure you are current to fly Young Eagles at the EAA Chapter 100 Young Eagles event on Saturday, May 16, 2020.

