



# EAA Chapter 100 September 2022 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.

## October Meeting

– Dwayne Hora

### Reminders:

Next Chapter meeting is on Saturday, October 8, at 9 am at the Dodge Center Airport Admin Building.

### Future Events:

**Saturday October 8 at 9am:** EAA Chapter 100 has been asked to host Bruce Bordelon's Master Pilot Award ceremony at the October 8th general meeting. The FAA will also present a safety meeting.

Bruce and his wife will host so Brad Anderson will no longer need to host the October meeting.

Dwayne Hora  
EAA Chapter 100  
President



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## Autumn Weather

– Art Howard



Did you enjoy your summer? Well, let's hope so because the weather's about to change. Here are the patterns to expect.

### North Central Region

The North Central region covers everything from the Rocky Mountain foothills eastward to the foothills of the Appalachians. This includes the northern

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# A Note from the Treasurer

-- Chris Budahn

Hello EAA 100,

It's been a very busy summer for me. You have probably heard that the air traffic control industry, like many other industries, is trying to recover from staffing shortages created by COVID. I can confirm this is true. Most of us across the country are working six days per week to keep the system running. I am looking forward to things slowing down a bit this winter so I can get back to airplane building.

It's that time of year again where I have to start asking for money as the treasurer. Chapter dues are \$10 and expected to be paid by January 1st. As a reminder you must also have a current EAA national membership. If you need assistance getting that set up or renewed please ask.

As of today we have 56 chapter members in good standing. This is excellent. Let's encourage others to get involved and keep the chapter buzzing.

Thanks,

Chris Budahn  
EAA 100 treasurer  
507-438-1130

**Editor:** You can mail your dues to:

Chris Budahn  
6525 County 30 BLVD  
Kenyon, MN 55946

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Great Plains, as well as the Midwest, along with Minneapolis, Chicago, Indianapolis, and Cincinnati.

The weather here is strongly dominated by cold Canadian air masses approaching from the northwest, typically from Alberta or Saskatchewan. These tend to be dry,

producing sharply cooler weather. There's typically not much impact on aviation except for some clouds and low-level mechanical turbulence.

Some systems originate from the Pacific, passing through Nebraska or Kansas. These are much more prone to producing IMC and lines of severe thunderstorms. Icing is a significant hazard around frontal systems, especially north of warm fronts and around deep low pressure areas. Now is a good time to review training material on icing.

Another hazard is lake-effect clouds and snow. This problem peaks in November and is caused by rather cold Canadian air masses passing over the relatively warm lake waters. It produces an unstable "cold over warm" situation in the lowest mile of the atmosphere and causes heavy snow and convective clouds on the leeward side of lakes onto adjoining coastal areas.

This is what causes much of the poor weather in places like Erie, Cleveland, and Grand Rapids. Lake-effect clouds can take ceilings down at places like Chicago, Milwaukee, Green Bay, and Detroit when the winds are out of the northeast.



**Editor:** The above is from IFR Magazine. If you fly IFR, this is a good magazine to read each month. There is more to this article. I just copied the information from the North Central Region. There are different weather patterns in each of the regions listed in the picture above. The full article is here: <https://www.ifr-magazine.com/weather/autumn-weather/>

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# Secretary Comments

-- Jeff Hanson

## EAA Chapter 100

### Chapter 100 meetings

Here are the minutes from the September meeting:

- 10 members were present.
- Dick Fechter memorial discussion - a memorial brick at either AirVenture or the Soldier's Field Memorial in Rochester were discussed. More discussion to follow.
- Pancake breakfast financial recap discussion
- Ford Tri-Motor event discussion - discussion about donating the Chapter's portion of the proceeds to the local Civil Air Patrol squadron. Dan Crandall made a motion which was seconded by Brad Anderson. The motion passed.
- Chapter elections are coming up. Volunteers and nominations for chapter officer positions will be presented at the October meeting. Volunteers are requested - please step up and help with these important positions.
- Gordy Westphal brought to the table some ideas about chapter logoed aprons for the pancake breakfast and also doing a chapter chair at Oshkosh. More discussion to follow.
- Dwayne presented a thank you letter from Dawson

Meyer for the financial assistance provided by the chapter for him to attend EAA's youth academy.

- Young Eagles event discussion - unfortunately, the weather did not cooperate for the event which was to be held on September 24th. Thank you to Dan and Brad for all of the work that was done to put the event together. Hopefully, we'll have better weather for another event next spring.

Respectfully submitted,

Jeff Hanson

Chapter Secretary

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# Potential Flight Hazards

-- FAA

**Editor:** This is from the AIM (Aeronautical Information Manual): [https://www.faa.gov/air\\_traffic/publications/atpubs/aim\\_html/chap7\\_section\\_6.html](https://www.faa.gov/air_traffic/publications/atpubs/aim_html/chap7_section_6.html)

## Chapter 7. Safety of Flight

### Section 6. Potential Flight Hazards

#### 7.6.1 Accident Cause Factors

a. The 10 most frequent cause factors for general aviation accidents that involve the pilot-in-command are:

1. Inadequate preflight preparation and/or planning.
2. Failure to obtain and/or maintain flying speed.
3. Failure to maintain direction control.
4. Improper level off.
5. Failure to see and avoid objects or obstructions.
6. Mismanagement of fuel.
7. Improper inflight decisions or planning.
8. Misjudgment of distance and speed.

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9. Selection of unsuitable terrain.

10. Improper operation of flight controls

**b.** This list remains relatively stable and points out the need for continued refresher training to establish a higher level of flight proficiency for all pilots. A part of the FAA's continuing effort to promote increased aviation safety is the Aviation Safety Program. For information on Aviation Safety Program activities contact your nearest Flight Standards District Office.

**c. Alertness.** Be alert at all times, especially when the weather is good. Most pilots pay attention to business when they are operating in full IFR weather conditions, but strangely, air collisions almost invariably have occurred under ideal weather conditions. Unlimited visibility appears to encourage a sense of security which is not at all justified. Considerable information of value may be obtained by listening to advisories being issued in the terminal area, even though controller workload may prevent a pilot from obtaining individual service.

**d. Giving Way.** If you think another aircraft is too close to you, give way instead of waiting for the other pilot to respect the right-of-way to which you may be entitled. It is a lot safer to pursue the right-of-way angle after you have completed your flight.

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## Shhhh – I'm Blending In

-- AVweb

By Paul Dye

September 26, 2022

<https://www.avweb.com/recent-updates/experimentals/shhhh-im-blending-in/>

Walking the pits at Reno, you pass through a few rows of RV's, Lancairs, and Glasairs, then a couple of aisles of T-6's. Next, you come to the big guys—Sea Furies, big Grummans, a Corsair, and finally a couple of rows of Mustangs. This year, when you hit the east end of the Mustangs, you might find yourself doing a double take. There's the most awesome, beautiful Mustang... but it looks sort of small.



There's an old Star Wars line of dialogue that might be apropos and goes "Aren't you a little short to be a stormtrooper?" Well, yes – the [Scalewings SW-51](#) replica is, indeed a little small, but what it might give away in size (it's 70% of the 1945 vintage Mustang) it makes up for in incredible detail! We've [mentioned](#) the new kit offering from Germany in our 2022 Sun 'n Fun coverage, and again when we [saw it in Oshkosh](#) in July – but neither time prepared us for watching it fly a demonstration flight here at the Reno Air Races.

Powered by a Rotax 915is, our first thought was that this thing needs about 250 horsepower. But Trevor 'Dozen' Aldridge, the factory demo pilot here in the US, just smiled knowingly and said "that was my first thought as well, but wait until you see it fly!" Shortly thereafter, we saw it appear off the runway in a steep climbing reversal, and yup, we were impressed. Not only with the climb, but also with the apparent speed, and even [the sound](#). For some reason, it doesn't sound like it a typical [Rotax](#) – it hums more like, well, a Merlin. It scooted along with a scale speed that appeared to match what we are used to seeing in the Sport Class— we're not saying it would be a competitive race machine, but it certainly didn't appear slow or underpowered. It's a 1200-pound airplane with 141 horsepower, even here in Reno with a density altitude of over 6,000 feet.

We hope to get a chance to fly this very new offering in the kit market soon. As impressed as we are with the visual details (the composite skin duplicates every rivet, screw, and bolt), we look forward to seeing just how it handles and performs and we'll let you know what we think!

*This article originally appeared in [KITPLANES](#). For more great content like this, [subscribe to KITPLANES!](#)*

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## Newsletter Editor

-- Art Howard

Autumn has arrived and the days are getting cooler. The icing levels are dropping. How far away are the first snow flurries? Hopefully, they stay away for awhile longer.

Is it time to change from the 50W summer oil? I just changed my oil from 50W to 15W-50. As it gets colder, I will hook up the Tanis heater to keep the engine warm and ready for an easier engine start on cold days.

Another thing I notice with fall flying. Staying current for night flying is much easier. I get home much earlier in the evening after waiting 1 hour after sunset to fly for night currency. Please reference [14 CFR 61.57\(b\)](#).

Hope you are enjoying the cooler weather and getting out with your flying machine.

I flew into the Rochester Airport with an IFR approach to minimums of 200 feet on the ILS (Instrument Landing System) for runway 13. The first thing I spotted was the "rabbit" and then the Runway Edge Identifier Lights. It was a nice IFR approach to landing. Then I helped clean up all the Young Eagle setup stuff.

A great big "Thank you" to Dan Crandell, his wife Lori, and Brad Anderson for all the work put into getting ready for the Young Eagle flight that got canceled because of the bad weather. Dwayne Hora, John Hanson, and Jeff Hanson were also on hand to help put away tables, chairs, and load up all the Young Eagle paper work that Dan worked so hard to get delivered on time. Dan spent many hours working with EAA HQ to get this Young Eagle event up to running speed, only to have the weather go bad.

I told Dan, he is now trained for the next Young Eagle event!

See you around the patch.

Please send articles and pictures to me at [alhowar@attglobal.net](mailto:alhowar@attglobal.net).

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## NTSB Preliminary Report

-- NTSB

On September 6, 2022, at 1325 central daylight time, an experimental, amateur-built Glasair Super II SFT airplane, N11HC, was destroyed when it was involved in an accident in Bay City, Wisconsin. The flight instructor and a commercial pilot-under-instruction were fatally injured. The airplane was operated as a Title 14 Code of Federal Regulations Part 91 instructional flight.

The flight departed from Rochester Regional Airport (RST), Rochester, Minnesota about 1218. Following some air work, the flight proceeded to Red Wing Airport (RGK), Bay City, Wisconsin and entered left traffic for the visual airport traffic pattern to runway 9. According to Automatic Dependent Surveillance-Broadcast (ADS-B) data, three circuits of the traffic pattern were flown (it is not known if the airplane landed during the approaches) and a fourth traffic pattern was initiated. The ADS-B data indicated that the airplane turned onto the base leg of the airport traffic pattern about 1 mile sooner than on the previous approaches. A witness reported that the airplane, while on base leg, banked sharply to the left and pointed nose down before it crashed. The airplane impacted the ground about 1/3 nautical mile west-northwest of runway 9.

An examination of the accident site revealed that the airplane impacted terrain on a heading of about 045° and the main wreckage came to rest about 80 ft from the point of initial impact. There was no fire. All structural components of the airplane were located within the confines of the wreckage path. Both wing fuel tanks and a header tank were breached during the impact, and no fuel remained inside the tanks. The owner reported that he filled the tanks to their 50-gallon capacity before the flight.

The owner, who was the airplane builder, reported that the purpose of the flight was build time requirements for insurance purposes so that he could include the commercial pilot on his policy. This was the first flight to satisfy those requirements and the two accident pilots had not flown together previously. The flight instructor flew with the owner on September 1, 2022, and the owner stated that the flight instructor performed all

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tasks satisfactorily, including air work, stalls, patterns, and landings. Other than the 2-hour flight on September 1, the flight instructor had no previous experience in the Glasair. The commercial pilot had flown with the owner as a passenger; however, he had no logged time in the Glasair.

The airplane was equipped with a Garmin G3X glass cockpit navigation system. The non-volatile memory card from the flight display recorded data from the entire accident flight, including engine and systems performance. The memory card was retained for further investigation.

**Editor:** NTSB Accident Number: ERA22FA399

URL: <https://data.ntsb.gov/carol-main-public/basic-search>

When using the NTSB search function, put in the above accident number to obtain the complete PDF.

**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 KRGK. (FAA). You can get authorization to fly into the Minneapolis airspace with this tool: [ADS-B Deviation Authorization Preflight Tool](#)

## 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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