



EAA Chapter 100 May 2024 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

May 11th meeting will be held at KTOB, hosted by Don Fuller. I will not be able to attend the meeting, working at KRST. VP Ken Chase will lead the meeting.

-Pledge of Allegiance

-Welcome Visitors

-Reports | As available

-Secretary's Report

-Treasurer's Report

-Committee Reports

*Hangar

*Breakfast

-Flight Advisor/Tech Counselor

-Old Business

-Young Eagles, Richard Fugate is planning to be in attendance to cover last minute YE details

-New Business

-Builder Reports

-Adjourn

Thank you,

Dwayne Hora

EAA Chapter 100

Editor: Please note that the meeting time has changed to **summer hours**. This is the first **Saturday** meeting of 2024.

The next EAA Chapter 100 meeting is at 9:00 am on Saturday morning, May 11, 2024.

The meeting location is at the Dodge Center Airport Admin Building (KTOB)



A Note from the Treasurer

-- Chris Budahn

Hello EAA 100,

It's that time of year again where I have to ask for your membership dues. The dues are only \$10. Please be sure to keep your EAA national membership account current as well. This can be done at www.eaa.org. If you haven't already given me your national membership number, please submit that with your dues payment. We use a roster management tool that links to your national membership. This allows us to keep track of things you have done on the national level such as Youth Protect training or background checks that are necessary for participation in the Young Eagles program.

You can mail the payment to me, or bring it to the next chapter meeting.

Thanks,

Chris Budahn
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Dick Rutan flies west

-- General Aviation News



The "Voyager" aircraft. (Photo by NASA/Thomas Harrop)

Record-setting pilot Dick Rutan passed away May 3, 2024. He was 85.

"The last time Dick Rutan flew towards the western horizon was on Dec. 14, 1986, when he and copilot Jeana Yeager set the last great aviation record by flying around the world, nonstop and unrefueled, in nine days, three minutes and 44 seconds in an aircraft called Voyager, designed by his younger brother, legendary aircraft designer Burt Rutan," family members said in a press release.

A Vietnam veteran, Dick Rutan flew 325 combat missions and was awarded the Silver Star, the Purple Heart, the Air Medal with three silver oak leaf clusters, the Collier Trophy and was also awarded the Distinguished Flying Cross twice.

During his time in the skies over Vietnam, Dick was a member of an elite group of Fast Forward Air Controllers, often loitering over enemy anti-aircraft positions for six hours or more in a single sortie.

"These extremely hazardous missions had the call sign 'Misty' — Dick Rutan was, and will forever be, Misty Four -Zero," the press release continues.

He spent his last day in the company of friends and

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Secretary Comments

-- Jeff Hanson

Here are the notes from the April meeting:

- 10 members present.
- Pedal plane update - 1st plane was delivered to the Dodge Center fire department.
- Pancake breakfast update - insurance is set and the request to the city of Dodge Center has been submitted.
- Young Eagles update - volunteers are needed. Signup Genius link has been sent out. Discussion was held about possibly holding one event at Dodge Center.

Meeting adjourned at 7:45.

Respectfully submitted,

Jeff Hanson

Chapter Secretary

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(Continued from page 2) - Dick Rutan flies west

family, including his brother, Burt, and passed away peacefully at Kootenai Health Hospital in Coeur d’Alene, Idaho, in the company of his wife of 25 years, Kris Rutan. He is survived by daughters Holly Hogan and Jill Hoffman, and his four grandchildren, Jack, Sean, Noelle, and Haley.

Editor: The Dick Rutan article is from [General Aviation News](#).

New report warns of A&P shortage

-- General Aviation News

Achieving growth in the certificated aviation mechanic workforce will require efforts to attract more candidates into the pipeline, as well as creating a smoother path to certification, new research from the Aviation Technical Education Council (ATEC) finds.

The latest edition of the Pipeline Report, produced annually by ATEC to spotlight U.S. airframe and powerplant (A&P) mechanic workforce trends, shows workforce growth is not keeping up with demand.

FAA data show the number of certificated mechanics has grown an average of just 2.3% a year over the past five years.

Current estimates show that commercial aviation alone will be 31,000 mechanics short of its needs by 2031. More skilled technicians will be needed to satisfy demand in other industry segments, including general aviation, ATEC officials said.

One pathway primed to help meet demand is accredited aviation maintenance technician schools (AMTS) that prepare candidates for the FAA’s airframe & powerplant (A&P) tests. ATEC’s latest survey found that 67 out of every 100 new mechanics went through school. Fifteen came from military and 18 from civilian work experience.

New AMTS entrants increased by just 1.8% last year, the survey found.

Pre-pandemic, this figure was routinely in double digits.

The percentage of military veterans transitioning to civilian maintenance jobs grew by double digits for the second consecutive year. While encouraging, the pool of untapped veterans with maintenance experience remains large, according to ATEC officials, who estimate that less than 10% of veterans with maintenance backgrounds are transitioning to similar civilian roles.

Survey respondents cited a lack of awareness as the pri-

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mary issue keeping enrollment growth down. Solving this will require both local, institution-by-institution efforts combined with broader regional and national campaigns that both raise awareness and link schools directly with employers, ATEC officials said.

One effort spearheaded by ATEC, Choose Aerospace, has created a computer-assisted hybrid program designed to provide easy access to aviation maintenance curriculum. The Choose Aerospace program is expanding into communities through partnerships with school districts, municipalities, employers, and community-based organizations, developing clear pipelines and career opportunities, ATEC officials said.

Boosting the completion rate of AMTS students is another focus area.

Survey respondents cited “fear of testing” as a common roadblock that prevents students from sitting for A&P exams.

ATEC is working with the FAA to get progressive testing integrated into the curriculum, rather than requiring candidates to wait until mandatory training is complete before taking exams.

“Getting more candidates into and through the mechanic training pipeline is the only way aerospace will have enough skilled technicians to keep aircraft flying safely and on schedule,” said James Hall, ATEC president and dean of the Aviation & Manufacturing Technologies program at WSU Tech. “The latest Pipeline Report spotlights the most pressing needs facing our schools and other training pathways.”

The latest Pipeline Report is the first to include a collaboration between ATEC and Oliver Wyman, a management consulting firm. The new partnership led to enhancements in calculations and methodologies, accounting for certain modifications in trends and findings compared to previous reports, according to ATEC officials.

“The result is a more thorough insight into the aviation technician landscape, enhancing ATEC’s ability to both understand and act on emerging trends,” officials said.

You can find previous pipeline reports and other aviation technical workforce reports on ATEC’s [Workforce Data page](#).

Editor: The article is from [General Aviation News](#).

Drone Debrief **FAIR WEATHER FLYERS**

-- FAA Safety Briefing

After a long winter cooped up inside, most of us are itching to spend some time outside. Spring gives us more daylight and there is nothing better than the clear blue skies of a warm spring day. But spring weather is a fickle friend full of surprises. Before you take your drone outside, let’s take a look at how weather could affect your plans.

Weather is an important factor no matter what time of year you fly. Luckily, there are plenty of tools to help you plan before you fly. If your flight calls for a more comprehensive review, head to the National Weather Service’s Aviation Weather Center ([AviationWeather.gov](#)). Most drone pilots usually only need a local view of the weather. For that, there are plenty of weather apps, like Windsock and AURA, devoted to drone pilots. But if you choose not to download one of these, make sure you at least check your local weather forecast for the latest information.

FOG OR EVEN LIGHT RAIN COULD IMPACT YOUR ABILITY TO MAINTAIN VISUAL LINE OF SIGHT.

After deciding what weather tool to use, the next step is knowing what weather information you need. Weather that interferes with your ability to fly safely includes temperatures, which can impact battery life, precipitation, which can reduce visibility, and wind, which could affect control and stability of the flight. For a deep dive into how temperatures affect drone flying, read “How Cold is Too Cold to Drone On?” in the Nov/Dec 2023

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Newsletter Editor

-- Art Howard

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issue of *FAA Safety Briefing* (bit.ly/coldddrone). During the spring, wind and rain are more likely culprits.

Unless you have a waiver, rule number one of drone flying is that you must be able to see your drone at all times — also known as maintaining visual line of sight. Fog or even light rain could impact your ability to do this and limit how far or how high you can operate. Visual line of sight isn't the only consideration when it comes to fog and rain. If your drone isn't waterproof, moisture could damage important components. Spring precipitation can occur suddenly, so always stay prepared, and check the forecast often.

Pilots know that crosswinds can make takeoff and landing in crewed aircraft particularly tricky. Strong winds can cause problems for drones too during any phase of flight. Maintaining control is crucial. Some drones have special safety features that help them fly better during windy conditions. Even if your drone has this feature, stay within your limits and never press your luck. A soft spring breeze can become a blustery gust with little warning. A sudden gust could easily exceed your drone's relatively low top speed and render it uncontrollable/unrecoverable. When windy conditions occur, it's best just to land as soon as it is safe to do so.

IT'S ALWAYS BETTER TO LAND SAFELY AND BE ABLE TO FLY AGAIN ANOTHER DAY.

Bottom line: always be mindful of how weather could impact your flight plans. You may be disappointed when the weather threatens to keep you grounded. You might be tempted to keep flying even as you notice that weather conditions are worsening hoping that perhaps the clouds will part and the wind will die down. But if there is even the slightest chance that weather could make you lose control of your drone, why risk it? It's always better to land safely and be able to fly again another day.

Rebekah Waters is an *FAA Safety Briefing* associate editor. She is a technical writer-editor in the FAA's Flight Standards Service.

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Flew to Sun n Fun, then Fort Myers to move my boat, Samana, from Fort Myers to Dog River Marina, Mobil, Alabama. The crossing of the Gulf of Mexico from Boca Grande, Florida to Mobil Bay was three days and four nights of blue water ocean. I had one crew member who had never been off shore. He learned a lot! We arrived at Mobile Bay Saturday while it was dark. There were lots of ships at anchor waiting to unload or load. The Pilot Boat was busy delivering Port Captains to pick them up from ships arriving or departing, respectively. We had to coordinate with one ship that was leaving and it crossed just behind us. It was early morning daylight as we docked at Dog River Marina.

Picked up a one way rental to go back to Fort Myers to pick up my airplane. Then flew back to Mobile to work on the boat for a couple of days before returning to Red Wing. I saw 55 knots of wind from the SW at 10,000 feet with a tailwind of 17 knots. A 25 degree plus crab angle from my desired track! The air was surprisingly smooth for a forecast of low level turbulence. An ILS approach into Red Wing in the rain Sunday evening ended the trip.

Tuesday a week ago, my Cherokee went in for its annual inspection. There was over 250 hours since the last annual. Cross county flight really adds up after while. As annual inspections usually do, a problem was found. There was a broken strand in the area of the pulleys in the tail for the trim control cable. As usual, Wayne Trom did excellent work in replacing the frayed cable. Thanks, Wayne!

This newsletter is going out before I complete the after inspection runup and first test flight after the annual. Hopefully, all checks out OK.

See you around the patch.

I need more articles from the membership. Please send your articles and pictures to alhowar@attglobal.net.

Fly-in Event Websites

The following are websites to use to look for fly-in activities:

<https://www.dot.state.mn.us/aero/events/flyins-and-events.html>

<https://wisconsindot.gov/Pages/doing-bus/aeronautics/trng-evnts/flyins.aspx>

<http://www.moonlightflight.com/>

<https://www.socialflight.com/search.php>

If you know of any others, please send the link to me at:

alhowar@attglobal.net

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Editor: This article is from FAA Safety Briefing, URL: https://www.faa.gov/sites/faa.gov/files/Safety_Briefing_MarApr2024.pdf

AOPA Flyover of DC

-- AOPA.org

The May 11 flyover will begin at Frederick Municipal Airport (FDK), home of AOPA. The takeoff sequence of aircraft begins at 11:30 a.m. from Frederick; the flyover in D.C. is from noon until 1 p.m. The event will be livestreamed from 11:45AM EDT on [AOPA's YouTube](#)

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.

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

[channel \(@flywithaopa\)](#), and AOPA is encouraging watch parties at your local airport.

URL: <https://www.aopa.org/community/2024/dc-flyover>

