



EAA Chapter 100 June 2020 Newsletter

<http://eaa100.org>

2020 Chapter Leaders

President
Jim Owens
President@eaa100.org

Vice President
Dwayne Hora
VP@eaa100.org

Secretary
Jeff Hanson
Secretary@eaa100.org

Web Editor / Newsletter
Art Howard
Webmaster@eaa100.org

IMC Club Director
Jim Owens—to handle future e-mails only
IMCClub@eaa100.org

Program Director
Jim Owens
ProgramDirector@eaa100.org

Technical Counselor
Wayne Trom
TechCounselor@eaa100.org
507-374-6245

Flight Advisor
Dave Nelson
FlightAdvisor@eaa100.org

Young Eagles Chairperson
Dwayne Hora – Co-Chair
Jim Owens – Co-Chair
YoungEagles@eaa100.org

Treasure / Tool Coordinator / Hangar
Gordy Westphal
Treasure@eaa100.org
ToolCoordinator@eaa100.org
Hangar@eaa100.org

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 Enthusiasts,
Is it a bit unsettling that it is already June? For me, my kids doing remote learning greatly reduced the typical "get done with school, already" that typically fills the month of May. I'm not saying my kids dislike school, it seems like a normal thing for kids. My current adventure is helping my son with his recently acquired driver's learner's permit. It seems like a small taste of the effort that CFIs invest in their students. We have only completed a handful of lessons, but it is apparent the difference a day makes in execution and approach. Something done very well one day, is less polished another. For now, I love the teaching aspect and the signs of progress. Thank you to the CFIs, the teachers, and anyone that patiently helps students gather the knowledge to learn a new skill.
Our Father's day pancake breakfast has been cancelled, no AirVenture, and I'm skeptical our September Young Eagles rally will happen. With all the disappointment and challenges of 2020, we are still blessed with the amazing opportunities and satisfaction that aviation provides- online learning, webinars, magazines, solo flight, airport visits...
Thank goodness!!

Thanks,
Jim



INDUSTRY GROUPS URGE SFAR EXTENSION

-- AOPA, Amelia Walsh, Communications Coordinator

The FAA's April [special federal aviation regulation \(SFAR\)](#) provided limited relief for aircraft owners, pilots, and operators facing pressure to comply with regulatory deadlines amid the COVID-19 pandemic. But as the June 30 deadline nears for many provisions in the SFAR, aviation groups are urging for an extension.

(Continued on page 2)

Secretary Comments

-- Jeff Hanson

EAA Chapter 100

Chapter Meeting 5-9-20

A few aircraft were able to fly in to our Saturday morning meeting. It was a chilly (35°) but otherwise beautiful morning. Fortunately, for those of us in the open cockpit, it's a short flight from Rochester to Dodge Center.

1. 12 members in attendance.
2. Discussion was had and it was decided to cancel the Father's Day flight breakfast. It was felt that the COVID 19 distancing restrictions, would not work with our setup. We'll be back next year.
3. There was discussion and planning for the GA aviation parade over Rochester the following Saturday. This event went off very well with 6 aircraft participating. Thanks, Jim for putting this together. As one of the pilots, I feel it was well organized and a lot of fun.

General hangar flying ensued after that.

6-2-20 Chapter Business Meeting

5 members present for the WebEx meeting..

1. Discussion was had regarding the September Young Eagles rally. There is concern over whether or not it will be possible or practical depending on the social distancing regulations in place. We will discuss further over the next couple of months before a final decision is made.
2. A tent was donated to the chapter by Stan Blankenship for use during chapter events. Thank you Stan.

General aviation discussion followed.

Respectfully submitted,

Jeff Hanson

Great power points from the FAA safety team

-- Dick Fetcher

Editor: Dick Fetcher e-mailed two power point presentations to me. It would be better to have an expert give training on these in person, but downloading and looking at them could be a good alternate.

Click on the link and a power point will be downloaded. You have to select where to store it on your computer. Then you can look at them.

Please be aware if you have a slow internet connection it may take some time.

[Safety Wire](#) (15.2 Mbytes)

[Wiring and Electrical](#) (4.6 Mbytes)

(Continued from page 1) - INDUSTRY GROUPS URGE SFAR EXTENSION

In a [May 29 letter](#), AOPA and several other aviation organizations called on the FAA to extend relevant general aviation rules to allow the industry to continue its important role as a public benefit to the nation and worldwide economy.

Specifically, the groups are asking for:

- An additional one month of flexibility for pilots, operators, and certificate holders to comply with certain training, recent experience, testing, and checking requirements provided in SFAR 118.
- Additional relief until September 30 for duration of medical and renewal requirements (including those for instructors and knowledge tests) provided in SFAR 118.
- Relief for pilots, operators, and certificate holders who face expiring experience, testing, checking, duration, medical, and renewal requirements in July, August, and September 2020.

(Continued on page 3)

(Continued from page 2) - INDUSTRY GROUPS URGE SFAR EXTENSION

•“AOPA appreciates the hard work the FAA put into developing SFAR 118. While it did not address all of the needs of the general aviation community, it has allowed thousands of general aviation pilots to continue flying safely to support the public in the continued effort against the COVID-19 pandemic,” said AOPA Director of Regulatory Affairs Chris Cooper. “We are hopeful the FAA will continue to recognize the need to provide additional relief to pilots, operators, and certificate holders beyond June 30.”

•Since its publication in the Federal Register on April 30, SFAR 118 (entitled *Relief for Certain Persons and Operations during the Coronavirus Disease 2019 [COVID-19] Outbreak*) has allowed thousands of GA pilots and operators to continue flying. The comprehensive 94-page document provided regulatory relief for pilots with medicals nearing expiration along with flight instructors who needed to renew their certificates. Additionally, the SFAR enabled operations that support essential services and response efforts to continue.

GA groups appreciated the FAA’s undertaking and are once again asking for relief during this unprecedented time in our history. “We urge the FAA to extend the relevant relief in SFAR 118 for those unable to comply with certain training, recent experience, testing, checking, duration, medical, and renewal requirements,” the letter stated.

With the number of cases of coronavirus and hospitalizations seeming to subside, many states are easing restrictions and businesses are beginning to reopen. However, some states are still requiring stages of social distancing, which is challenging for pilots in GA airplanes.

In the letter, the groups wrote that many of its members are reporting CFIs who aren’t comfortable working in close proximity to students and aviation medical examiners who are not available or will take weeks to schedule because of social distancing requirements—making it challenging to comply with the time limits under SFAR 118.

Although SFAR 118 is effective until March 31, 2021, most of the GA extensions will expire on June 30.

FAA Policy Allows Special Flight Permits for E-ABs Needing Condition Inspections

-- EAA

Editor: Information taken from [EAA Website](#):

May 21, 2020 – Following a request from EAA and AOPA, the FAA has [released a policy](#) that will make it easier for some owners of experimental aircraft to obtain special flight permits (SFPs) for their airplanes in order to reposition them for condition inspections.

Rather than requiring a full in-person "condition for safe operation" sign-off from an FAA inspector, which was previously required for SFPs, the policy allows DAR-Ts (designated airworthiness representatives supervised by a FSDO) with appropriate function codes to remotely conduct inspections for the certificates.

While EAA would ideally like to see more simplified flexibility on annuals and condition inspections during the COVID-19 pandemic, this policy will help many experimental aircraft owners, particularly those who have "out-of-annual" aircraft stranded away from their preferred maintenance shop.

"EAA continues to hear from members the need for other policy changes in light of the coronavirus' impact on day-to-day life in the United States," said Sean Elliott, EAA vice president of advocacy and safety. "We continue to seek every avenue possible to find relief from or alternative ways to comply with regulations, and this new policy is a prime example of that. It is a small adjustment, but it will help."

Along with AOPA, the Air Medical Operators Association, Experimental Aircraft Association, Helicopter Association International, National Agricultural Aviation Association, National Air Transportation Association, and National Business Aviation Association signed the letter.

Editor: The INDUSTRY GROUPS URGE SFAR EXTENSION was taken from the AOPA [website](#).



**We Don't Gamble, We Need A Sure Thing
AirVenture 2020 is officially canceled**

My fellow EAA'rs. It is May here in Wisconsin, and unfortunately like many of you across the country, we are still under a stay at home order through May 26. Normally, this is the month when we start our preflight planning for EAA AirVenture Oshkosh. By this time, we should have begun ramping up our entire site in preparation for our July convention. Volunteers from across the country and world would have descended on Oshkosh. Together they would have formed work parties, our suppliers would begin start setting up tents and infrastructure. Our EAA staff would be printing wrist bands, campers guides, programs and an assortment of EAA collateral as full-on AirVenture execution begins.

But because of circumstances beyond our control, none of this can happen now. We cannot even get to the hangar so our preflight is left to watching the prog charts. While this certainly makes the ability to prepare for the event a scheduling problem, it does not preclude the bigger issue of predicting what will be the health guidelines in July. Right now, there are three phases that have been defined in Wisconsin as the recommended procedures. As I write this, we are not in Phase 1 yet. Phase 2 restricts gatherings to 50 people. Phase 3 allows for mass gathering with restrictions.

Our convention attracts EAA members not only from the U.S. but around the world. Today we cannot predict when we will be at a point that our event meets the all clear Phase 3 milestone for mass gathering with restrictions. As your leader, I see no clear path to meet our own requirements to insure the health and safety expectations our organization demands for our employees, members, volunteers, exhibitors and attendees. That includes sanitization, separation and personal protection requirements.

My conclusion is, like in any good flight planning, don't take the risk. Therefore, I have no choice but to cancel AirVenture 2020. Together, we can come back stronger, safer and ready for AirVenture 2021 and create a memorable world class aviation event. Because of our dedicated and enthusiastic EAA members, our Association is strong. We know that at some point this storm will pass. And over the next 12 months we will continue to support all of you as we again, together, grow EAA in the Spirit of Aviation.

Respectfully,

A handwritten signature in black ink, appearing to read "Jack J. Pelton".

Jack J. Pelton
Experimental Aircraft Association
CEO and Chairman of the Board

THIS SUMMER FLY AT HOME!

-- Aerospace Center for Excellence

The Aerospace Center for Excellence is converting its world-renowned Destination Aviation Summer Camp for 11-17 year-old students on-line for the summer of 2020. Join the Team for six weeks as we bring you aviation lessons, field trips, and interviews with aerospace professionals.

It is FREE to interact with our lessons, field trips, and interviews. However, if you'd like our Summer Camp Kit (details below) and a Discovery Flight (details below) it is \$49.00 and requires you to register below.

Scholarships are available upon request.

Email educate@flsynf.org BEFORE registering.

If your child is being sponsored by EAA, 99's, or another Organization please email educate@flsynf.org before registering.

Editor: This is from [Aerospace Center for Excellence](#), Sun N Fun, Lakeland, FL.

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

Newsletter Editor

-- Art Howard

June is here and Fly-in Breakfasts are not happening. A quick look around Social Flight shows some Fly-in Breakfasts listed. I would suggest calling the number listed just to insure the event is still on. I am sure there are lots of cancelations.

On Saturday, May 30, I flew for over 6 hours, landing at 12 different airports in southern Minnesota This flight activity was to stamp my Passport for Minnesota for the Fly Minnesota Airports program. It was a pretty good "Social Distancing" activity. I only landed at one airport where someone was in the building and I wore my face mask. Two other airports had sky diving activity, Luverne (KLYV) and Windom (KMWM). Others had a car parked at a hangar with the hangar door open. Looks like a lot of "Social Distancing" is going on in aviation in Minnesota.

We held another "Virtual Business meeting", Tuesday, June 2, 2020. There are still problems with members trying to attend these "Virtual" meetings. We are using Cisco WebEx which is based off Zoom. WebEx requires an app download on your computer to work. Without the app, the link in the e-mail notifying you of the "Virtual Meeting" will not be highlighted. When you open the e-mail a "pop up" will show asking you to download the app. If you have "pop ups blocked" turn it "on", or you will not see that you need an app installed on your computer and will not be able to sign-in to the "Virtual Meeting". Please be aware that if you have an older computer, the app may cause a problem, since it requires a lot of memory to run.

You can also Download the free Cisco WebEx Meetings Mobile App to meet anywhere from your smartphone or tablet.

Hopefully, this COVID-19 problem will eventually go away and we can return to "normal" in person meetings in closed spaces. In the mean time stay safe, social distance, and go flying.

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

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](#))

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, September 19, 2020.

