



# EAA Chapter 100 July 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.

## July Meeting

– Dwayne Hora

### Reminders:

Next Chapter meeting is on Saturday, July 9 at 9 am

Here is the 7-9-2022 regular meeting Agenda:

- 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
- \* Other
- New Business
- Project /Flying Reports
- Adjourn

Thanks,

Dwayne

EAA Chapter 100  
President

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## A Note from the Treasurer

-- Chris Budahn

**Editor:** Chris has been very busy lately. He was going to submit information but did not get a chance before the Newsletter needed to be published..

If you are paying dues, please send \$10.00 along with your EAA number and e-mail address to:

Chris Budahn  
6525 County 30 BLVD  
Kenyon, MN 55946

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## EAA Chapter 100 Fathers Day Pancake Breakfast Thank You

-- Dwayne Hora

After a 2 year absence, EAA Chapter 100 was able to offer the Father's Day fly-in breakfast at the Dodge Center airport on June 19, 2022.

Estimates are we hosted 20-25 aircraft and 650-700 guests. Looks like we received enough proceeds to cover expenses, although I have not seen receipts to verify.

I do want to thank all who volunteered. The Saturday crew did an outstanding job setting up. Setup was completed in record time.

Although hangar volunteers were limited Sunday morning, others showed up just in time for the surge that ran from around 9am to 11am.

Cleanup crew did an outstanding job. The hangar was ready for tenant aircraft by 1pm, the earliest I can recall.

In appreciation for all the hard work, we will be hosting a picnic at the chapter hangar on August 14, 2022. The picnic starts at 11am and all members are welcome regardless of your ability to help with the breakfast.

Looking forward to the 2023 pancake breakfast,

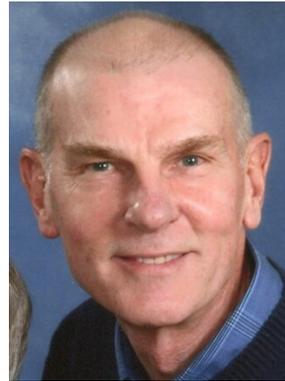
Dwayne Hora

EAA Chapter 100 President

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## Lt. Col. Richard 'Dick' Fechter

-- POST BULLETIN



Lt. Col. Richard "Dick" Fechter (Retired IA ANG) died Tuesday, June 14, 2022, after an eight-year battle with GIST cancer. His wife, son, and daughter were by his side in the Seasons Hospice Home in Rochester, MN.

Dick was born in Hartley, IA on July 29, 1947, to Lambert and Margaret Fechter. After his father's death in 1959, the family moved to Lakefield, MN. Following in his mother's and father's footsteps, Dick earned his pilot's certificate at the age of 16. After graduating from Lakefield High School in 1965, he earned a business degree from Morning-side College in Sioux City, IA.

In 1969, he married his high school sweetheart, Patricia Nasby. That year, Dick began Air Force Pilot Training for the 185th Fighter Wing. He graduated first in his class. In 1972, he and Pat moved to Omaha, NE, where their two children were born. In 1976, he accepted a position as a full-time fighter pilot with the Sioux City Air National Guard. Over the next 35 years, he logged over 3,700 hours in the F-100, A-7, and F-16. In 1990, he graduated from the Industrial College of the Armed Forces in Washington D.C.

After retirement, Dick and Pat moved to Byron, MN. Through the Rochester Experimental Aircraft Association, he continued flying. There he met Pete Smith and Phil Conway. He assisted with the assembly of Phil's homebuilt kit, and completed all flight testing of his Glasair II. Dick's greatest joy was taking his four grandchildren and other EAA Young Eagles for plane rides. Over the last nine years, Dick logged over 600 hours in that Glasair.

His cousin, Steve Spang, was like a brother to him. They shared a passion for flying. Together they flew many hours in Steve's planes, which included volunteering for

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# Secretary Comments

-- Jeff Hanson

## EAA Chapter 100

### Chapter 100 meetings

Here are the minutes from the June meeting:

- 10 members were present.
- There was 1 fly-in.
- Hangar discussion.
- Pancake breakfast discussion took up most of meeting
- Derwin Hammond passed out EAA AirVenture Hats from years past

Submitted by,

Art Howard

**Editor:** Jeff Hanson had other business and could not attend.

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# 60 years of Sport Aviation

-- Gordy Westphal

I have 60 years of Sport Aviation to give to someone or its off to the recycle center.

Please call me at:

(507) 282-9981 Home

(507) 259-8018 Cell

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(Continued from page 2) - Lt. Col. Richard 'Dick' Fetcher

Angel Flights all over the Midwest. Each summer they looked forward to attending the EAA AirVenture in Oshkosh, WI.

Dick closed out his flight logbook this year with over 6,400 hours and a lifetime of memories.

Dick is survived by his wife of 53 years; his children, Thomas (Gina) Fetcher of Oakton, VA and Jane (Craig) Erickson of Byron, MN; his four grandchildren, Isabelle Erickson, Nathan Erickson, Aidan Fetcher, and Katie Fetcher; his siblings, Linda Doman of Mendota Heights, MN, Janet (Scott) Otis of West Des Moines, IA, Laura (Joe) Gagnon of Tampa, FL, Deanne Bauserman of Osage, IA, and David (Cathy) Jochims of Sioux Falls, SD; his sister-in-law, Barbara Nasby of Decorah, IA; brother-in-law, Robert (Karin) Nasby of Missoula, MT; and his aunt, Gladys Sauer of Spirit Lake, IA. He is also survived by many nieces, nephews and cousins.

Preceding him in death were his parents, Lambert Fetcher and Margaret Fetcher Jochims Klingsporn; stepfathers, Arlo Jochims and Blaine Klingsporn; brothers-in-law, Patrick Doman and Scott Bauserman; and his in-laws, Helge and Isabelle Nasby.

It was Dick's wish to donate his body to Mayo Clinic.

A Celebration of Life service will be held 11 a.m. Friday, August 12 with a visitation at 10 a.m. at Christ Lutheran Church in Byron, MN with eventual burial in St. Francis de Sales Cemetery in Ossian, IA. In lieu of flowers, memorials are preferred to Rochester Seasons Hospice.

**Editor:** Dick's obituary is copied from the [POST BULLETIN](#). It was published June 23, 2022 02:43 PM.

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## HEAT + HUMIDITY = TROUBLE

-- AVEMCO

It's time to recall some of the things you learned in ground school but haven't thought about for a while—at least not since last summer. You remember the old memory shortcut about “high, hot, and heavy” degrading performance. “Heavy” is obvious. And while we all know that our aircraft don't perform as well at high altitudes and hot temperatures, it's important to understand why not.

If you've walked across a hot parking lot, you know it's even hotter on the pavement. Paved surfaces, especially black asphalt, absorb the sun's rays and make the air above them even hotter. Of course, this happens on runways too.

Runway temperatures can be as much as 40°F hotter than what the AWOS or ATIS says on a sunny summer day. Plan for that and adjust your takeoff distance calculations appropriately. You might want to get the temperature from your airplane's Outside Air Temperature gauge in addition to the AWOS or ATIS to use on your takeoff performance chart.

When we're talking about “high altitude,” it's density altitude that we're talking about. At high altitudes, the air is less dense because heat expands things. The hotter the air, the less dense it becomes. As you know, wings generate lift by interacting with air, and engines develop power by combining fuel with air. Then propellers turn power into thrust by reacting with the air. Anything that reduces the density of air will reduce the airplane's performance. Hence, “high” and “hot.”

But what about humidity? Though it might seem counterintuitive, air loaded up with water vapor is lighter than dry air. According to the FAA's *Pilot's Handbook of Aeronautical Knowledge*<sup>1</sup>:

“The small amount of water vapor suspended in the atmosphere may be almost negligible under certain conditions, but in other conditions, humidity may become an important factor in the performance of an aircraft. Water vapor is lighter than air; conse-

quently, moist air is lighter than dry air. Therefore, as the water content of the air increases, the air becomes less dense, increasing density altitude and decreasing performance. It is lightest or least dense when, in a given set of conditions, it contains the maximum amount of water vapor...” Then, we add heat to the equation. “...As temperature increases, the air can hold greater amounts of water vapor. When comparing two separate air masses, the first warm and moist (both qualities tending to lighten the air) and the second cold and dry (both qualities making it heavier), the first necessarily must be less dense than the second. Pressure, temperature, and humidity have a great influence on airplane performance, because of their effect upon density.

Take a look at the performance section of your POH. If the humidity is high — say, above 50 or 60% — it may be wise to add additional length to the runway requirements over what the takeoff performance chart says to account for moist air. You might also want to plan for a decreased rate of climb, especially if you have to clear an obstacle.

The NTSB files are full of accidents caused by pilots who didn't take heat and humidity, let alone altitude, into account before blasting down a runway

To make sure you don't become one of them, please spend a few minutes in the books accounting for takeoff performance loss next time you fly.

<sup>1</sup> *The Pilot's Handbook of Aeronautical Knowledge 2016. Published by the FAA and currently located at [https://www.faa.gov/regulations\\_policies/handbooks\\_manuals/aviation/phak/](https://www.faa.gov/regulations_policies/handbooks_manuals/aviation/phak/)*

**Editor:** The original AVEMCO article is here: <https://www.avemco.com/news-events/pirep-blog/humidity-plus-heat-equals-trouble?partner=PBLG>

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## Newsletter Editor

-- Art Howard

I have to apologize for getting this newsletter out so late. Things have been a little challenging lately. First, Jean fell on Friday before Memorial Day and broke her hip. Successful surgery the next day on Saturday replaced her right hip. That left me being the caregiver, something I am not trained for! Also, designated driver, gofer, etc. Then a grandson I had not seen in years came from Arizona for a visit. He left and then my daughter, her husband, and 1 year old came for a 4th of July visit. Tuesday, July 5 is somewhat back to normal, if one can properly define normal!

On the good side I was able to use a small kitchen step up to help Jean get into the airplane and sit in the back seat for easy entry and exit with a right hip that is slowly healing. Then one hour hops to Beaver Island, KSJX, since we had a paid reservation from before Jean broke her hip. No hiking but it was a nice flying get-a-way. The short hops were doctors orders for not sitting to long! A necessary item after major surgery.

It was fun volunteering, standing at a grill, making scramble eggs for our Father's Day Breakfast. We ran out of the scramble egg containers and had to go and get real eggs! That required more volunteers to crack eggs, whip them, and then pour on the grill. Great volunteers were there when needed! The excess Sturdi-wheat Pancake Flour was returned on Monday. I still have a few 2 lbs. bags left that I will bring to the Saturday, July 9 meeting. They are for sale to members.

AirVenture, Oshkosh, WI will be starting on Monday, July 25. I am going there a week early to get the South 40 Aircraft Camping and Registration up and running. We will be selling campsites and wrist bands probably starting Thursday prior to the official start. A lot depends on weather and early arrivals.

See you around the patch.

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

## Prefer to takeoff on turf?

-- By General Aviation News Staff

For pilots who prefer to takeoff and land on turf, typically adjacent to hard-surfaced runways, a new FAA Advisory Circular, [150/5300-13B](#), offers a pathway to these operations.

Effective on March 31, 2022, the AC acknowledges turf operations within Runway Safety Areas (RSAs).

Three general aviation advocacy groups – the [Recreational Aviation Foundation](#) (RAF), [Aircraft Owners and Pilots Association](#) (AOPA) and [Experimental Aircraft Association](#) (EAA) – worked together to provide feedback to the FAA regarding the use of turf operating areas, according to RAF Director Jeff Russell, who noted the effort began back in July 2019.

“This advocacy win represents a great collaborative effort between the RAF, EAA, and AOPA,” said Russell. “It’s a huge win for recreational aviation. Kudos to the FAA for this logical approach to enhancing safety at airports.”

While these types of operations have been taking place at airports across the country, this is the first time the FAA has officially recognized these areas, GA advocates note.



New AC will make turf operations possible at many airports.

(Continued on page 6)

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(Continued from page 5) — Prefer to takeoff on turf??

**A Process**

There is a process to go through before turf operations can be authorized.

1. The airport owner must request that a turf operations area be established.
2. The local FSDO must ensure that operations in the proposed area can take place safely in order to issue an approval.

The relevant language is in the new section on Diverse Aeronautical Activities on Airports (subsection 2.10.6). The FAA now recognizes operations on turf areas adjacent to paved runways:

“Pilots of certain aircraft (such as ultralights, powered-parachutes, helicopters, gliders, agricultural aircraft, tailwheels, aircraft with large balloon type ‘tundra’ tires, etc.) occasionally use the unpaved portion of the RSA adjacent to a runway for takeoffs, landings, or other operations (e.g., banner towing).”

“While this document does not guarantee these operations at all airports, it should ease the way to get them allowed on an official basis at many airports across the country,” Russell added.

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# 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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