



## EAA Chapter 100 November 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.

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Reader submissions and comments are strongly encouraged.



### Poem for Mechanics

-- Unknown

#### *A Tribute to the Forgotten Mechanic*

Through the history of world aviation  
Many names have come to the fore...  
Great deeds of the past in our memory will last,  
As they're joined more and more....

When man first started his labor in his quest to Conquer the sky  
He was designer, mechanic and pilot,  
And he built a machine that would fly...  
But somehow the order got twisted,  
And then in the public's eye  
The only man that could be seen  
Was the man who knew how to fly...

The pilot was everyone's hero,  
He was brave, he was bold, he was grand,  
As he stood by his battered old airplane  
With his goggles and helmet in hand...  
To be sure, these pilots all earned it,  
To fly you have to have guts...  
And they blazed their names in the hall of fame  
On wings with baling wire struts...

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(Continued from page 1) - A Tribute to the Forgotten Mechanic

But for each of these flying heroes  
There were thousands of little renown,  
and these were the men who worked on the planes  
But kept their feet on the ground...  
We all know the name of Lindbergh,  
And we've read of his flight to fame...  
But think, if you can, of his maintenance man,  
can you remember his name?

And think of our wartime heroes, Gabreski,  
Jabara, and Scott...  
Can you tell me the names of their crew chiefs?  
A thousand to one you cannot...

Now pilots are highly trained people  
and wings are not easily won...  
But without the work of the maintenance man  
Our pilots would march with a gun...  
So when you see mighty aircraft  
As they mark their way through the air,  
The grease stained man with the wrench in his  
Hand is the man who put them there...

Author Unknown

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## Next Steps After Your Airplane is Built

-- EAA

**Editor:** This article was taken from the [EAA Website](#) for Aircraft Building.

You've finally achieved your dream of building your own airplane. Here are some resources that will help you fly safely or sell your airplane.

### [Operating Your Homebuilt Airplane Safely](#)

Flying an airplane you've built is fun and gratifying. It also carries great responsibility and you need to be operating your homebuilt airplane safely.

## Secretary Comments

-- Jeff Hanson

### EAA Chapter 100

#### Chapter 100 meeting 10-10-20

October fly-in meeting minutes: 9 members present. We were blessed with a beautiful October morning for our last fly-in meeting for 2020. The sun was out, temps were decent, and the winds were calm. Entertaining discussion was had by all members present about our recent (and some not so recent) flying and building experiences. Thanks to all who attended.

Respectfully submitted,

Jeff Hanson

Chapter Secretary

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### [Amateur-Built Aircraft Safety Pledge](#)

The EAA Amateur-Built Aircraft Safety Pledge involves a few simple commitments that you can make to ensure the safety of yourself, your passengers, and the reputation of the homebuilt community for safety and ingenuity.

### [Amateur-Built Aircraft Inspection](#)

Find an E-AB Designated Airworthiness Representative to inspect and certify your amateur-built aircraft.

### [Testing Your Homebuilt Airplane](#)

When your aircraft is finally done, you'll see it sitting there, all ready to go ... But what about you? Time to start testing your homebuilt airplane.

### [Selling and Buying a Homebuilt Airplane](#)

There are a number of factors to consider when selling and buying a homebuilt airplane. View key articles from EAA's archives to offer some guidance.

### [LODA Holders List](#)

These instructors hold Letters of Deviation Authority

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# URGENT AVEMCO PIREP: READ THIS BEFORE YOUR NEXT FLIGHT

-- AVEMCO

Editor: Permission for this [PIREP](#) was granted from:

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## October 2020

*One of my responsibilities as the Senior Vice President of Sales and Marketing at Avemco Insurance Company is to review our claims reports each month. I've seen a trend of accidents over the past several weeks, that can be traced back to pilots who are starting to fly again after long periods of inactivity due to the pandemic. Many pilots don't realize how far their skills have deteriorated until it's too late. I asked a friend of Avemco's to share his story of how he is regaining and maintaining his proficiency while adding purpose to his flying. Jim Gorman is a 2,000-hour pilot and a Bonanza owner and advertising agency CEO.*

-*Marci Veronie*

I'm not a CFI. Or a professional pilot. I'm just a guy who, like you, loves to fly. And possibly, like you, doesn't do enough of it even when a pandemic hasn't turned the world upside down. Perhaps my experience can provide some suggestions to help give you a smoother re-entry into the cockpit than I had.

Between a particularly nasty Michigan winter, an airplane that was down for refurbishment, and a coronavirus lockdown that lasted for-gosh-darn-ever, I hadn't flown for more than six months when I climbed back into the plane this past June. I knew I wasn't ready (or legal) to fly an IFR approach, but I also wasn't ready for the shock of just how rusty I had become. It was a

beautiful day with light winds, so I certainly didn't think I needed an instructor to remind me how to fly. And, frankly, I didn't want anyone sitting so close to me anyway. There is no worse place to social distance than the cabin of a small plane. The ventilation is crummy, and you're nose-to-nose with somebody 18" away.

Reality is a harsh teacher. I couldn't remember how to program the GPS. I was confused about which HSI knob-controlled heading and which was course. I caught myself reaching for the mixture instead of the throttle. Those distractions caused me to miss a radio call and dial in the wrong heading. I was very happy to get back on the ground with a truly lousy landing that fortunately only damaged my pride and nothing else. I *really* didn't think I'd lost my edge to the extent I had. That's when I reversed my decision and called my CFI.

### Suggestion #1: Don't Let Your Ego Get in the Way.

Happily, it only took a couple hours with my CFI and an Instrument Proficiency Check (IPC) to regain my confidence and enough of my skills to feel safe again. I dealt with my concern about the virus by suggesting we both take a COVID 19 test before we flew together. He recognized my concern and quickly agreed.

### Suggestion #2: Use It or Lose It. Again.

It seems to me that the best way to regain your flying skills is by flying. A lot. But so much of why we fly has been impacted by the pandemic. Saturday hamburger flights are fewer and farther between because a lot of airport restaurants are closed. If you fly on business, Zoom calls have often replaced in-person visits. And many people don't feel comfortable taking passengers for joy rides and possibly exposing either themselves or their passengers to the virus.

### Suggestion #3: If You Don't Have a Good Reason to Fly – Find One!

I found a good reason to fly and a worthwhile mission at the same time. [Pilots N Paws](#) is a not-for-profit organization that depends on volunteer pilots to transport rescued animals to fosters or forever homes, often from kill shelters or abusive situations. Some pilots fly their planes. Some rent. Depending on the length of the res-

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(Continued from page 3) - URGENT AVEMCO PIREP: READ THIS BEFORE YOUR NEXT FLIGHT

cue, there could be a relay of two, three, or more pilots. These are all cross-country trips, challenging me with new airports to visit, new scenery, and new experiences. And all the money I spend on gas is tax deductible. I've flown almost 70 hours in three months. That's more than I flew all last year before the pandemic. And given my aversion to sharing the cabin with another person these days, my passengers are all cute dogs or cats. I almost flew a pot-bellied pig, but the flight was canceled due to weather.

#### **Suggestion #4: You Don't Have to Fly to Become a Safer Pilot.**

Of course, there are many ways to make yourself safer without being exposed to the possibility of getting sick. [Bonanza & Baron Pilot Training](#) offers a series of virtual clinics with optional in-aircraft training you can take whenever you feel comfortable flying with an instructor again—even if it's not till some time in 2021. The FAA Safety Team (FAASTeam) [WINGS](#) Pilot Proficiency Program is a great way to sharpen your skills while sitting in front of your computer. And a quick plug for Avemco, both Bonanza & Baron Pilot Training, and FAASTeam WINGS will qualify you for reduced insurance premiums through Avemco's [Safety Rewards Program](#).

Garmin and Avidyne both make trainer and simulator apps for their navigators so you can refamiliarize yourself with your advanced avionics while sitting at home on your iPad.

And there are tons of safety webinars and forums you can find when searching the Internet. For example, [MzeroA](#), [Gene Benson](#), noted speaker and safety advocate with over 15,000 hours, from his [YouTube channel](#), and [PilotSafety.org](#).

*The important thing is to realize that flying a plane is not like riding a bicycle. It's not going to all come flowing back to you the moment you climb into the left seat. And the consequences can be a lot more severe than a skinned knee. The reason most of us took up flying in the first place is that we thought it would be fun. And I*

*think you'll agree that flying is a lot more fun when you can keep the airplane...and yourself...all in one piece.*

*We'd love to know what you have done to stay safe before or in the cockpit? Please email us at [PIREP@avemco.com](mailto:PIREP@avemco.com) and let us know.*

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(Continued from page 2) - Next Steps After Your Airplane is Built

(LODA) from the FAA, authorizing them to operate their experimental aircraft for hire for the purposes of type-specific training.

#### **[Tony Bingelis Award](#)**

Recognizing EAA technical counselors for dedicated service and/or significant contributions.

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## **FAA Winter Flying Tips**

-- FAA

**Editor:** This is an excerpt from FAA Winter Flying Tips P-8740-24.pdf from the [FAA Website](#).

### **Introduction**

Winter flying in most parts of the United States can adversely affect flight operations. Poor weather conditions with fast moving fronts, strong and gusty winds, blowing and drifting snow, and icing conditions are just part of the conditions that require careful planning in order to minimize their effects. Operation in this environment requires special winter operating procedures. These pages are designed to refresh the pilot's memory in cold weather operations. Pilots should assure themselves that they have obtained adequate cold weather knowledge appropriate to the aircraft used and the geographical and weather environment. Winter flying is not particularly hazardous if the pilot will use a little extra caution and exercise good judgment in analyzing weather situations. The material presented here has been taken from many discussions of winter flying techniques with highly qualified pilots in various parts of the United States. The experience gained in accident inves-

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## Newsletter Editor

-- Art Howard

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tigations has also been included in this guide. This guide contains ideas and possible courses of action for the pilots to keep in mind while operating aircraft during winter months. It is produced in connection with the Federal Aviation Administration, General Aviation Accident Prevention Program, as a reference for pilots desiring information on winter flying.

### About Winter Flying

Most pilots are familiar with winter conditions in their particular area; however, often a distance of a few miles may change the environment enough to present new problems to an inexperienced pilot. There are certain precautions that are significant to winter flying. Flight planning during winter months will require special knowledge in order to protect the aircraft as well as the pilot. Extra precautions should be used. Often roads that are well traveled during the summer months will be abandoned in the winter. To be forced down far from civilization may create a serious problem of survival. With today's extensive highway system, following a highway would not extend most flights in small aircraft by more than a few minutes. Even the vehicles on the road can give valuable information. You may see cars and trucks coming toward you with fresh snow adhering to the front of the vehicles. In most cases, you may as well start making a 180-degree turn due to reduced visibility ahead. File a flight plan. A flight plan, in conjunction with an ELT, and a little knowledge on winter survival may save your life. Experience has shown that the advice of operators who are located in the area where the operation is contemplated is invaluable, since they are in a position to judge requirements and limitations for operation in their particular area. When flying to a business appointment, always give yourself an out by informing your contact that you intend to fly and will arrive at a certain time, unless the weather conditions are unfavorable. **You, the pilot, have complete responsibility for the GO or NO GO decision based on the best information available.** Do not let compulsion take the place of good judgment.

**Editor:** There is much more information on the [FAA Website](#).

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Snow in the middle of October? It looks like winter came early this year. Let's hope November is nice. Maybe we can get a few days of nice warmer weather to go flying.

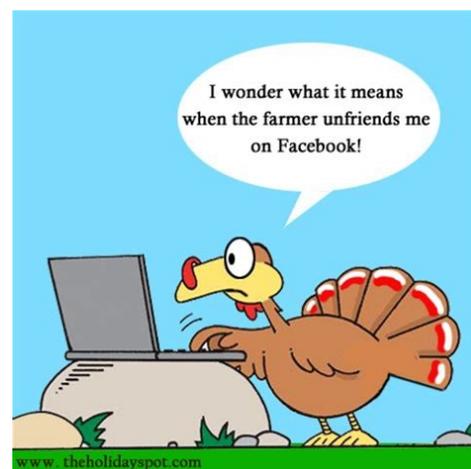
If you plan to fly in the colder weather, make sure your engine oil stays warm enough. Older engines without an oil thermostat usually need a baffle over part of the oil cooler to keep the oil warm enough on really cold days. If you are flying a homebuilt, check with the kit builder or engine manufacturer. If it is a certified aircraft, check the owners manual, talk to your mechanic, and/or check the engine manufacturer.

I am continuing to work on Minnesota Passport. I am one short of having visited 130 airports for the Gold Level. We drove to the NWA History Center in Bloomington on Friday, October 23 for that Fly MN NWA stamp. A very interesting history of North West Airlines. Dwayne flew with me to South St. Paul Municipal-Richard E Fleming Field on Saturday, October 24 to get the Fly MN SGS stamp and the Commemorative Air Force, South St. Paul Fly MN CAF stamp. I have one Museum left. I need to visit six (6) aviation museums in Minnesota for the Gold Level. Getting closer every week!

Submissions to this newsletter are welcome from EAA Chapter 100 members. Please send articles and pictures to [newsletter@eaa100.org](mailto:newsletter@eaa100.org).

Your newsletter editor, Art Howard

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# 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

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*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](http://EAA.org/YouthProtection).

*Editor:* Make sure you are current to fly Young Eagles at the EAA Chapter 100 Young Eagles events next summer in 2021. Hopefully, this event will occur next year.

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