

EAA Chapter 100 July 2021 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.

Oliver (Sonny) Martin

-- Jim Owens



Oliver (Sonny) Martin, 84, passed away on Friday, June 18, 2021 as a result of an automobile accident in Noblesville, Indiana.

Sonny was born on July 21, 1936, to Oliver Martin and Patricia (Rodgers) Achee and grew up in Metairie, LA. He graduated from LSU Shreveport with an Associates Degree in Computer Science.

Sonny joined the US Army in 1959. He served in the Army Security Agency and spent 2 years at Torii Station, Okinawa. After the Army, Sonny worked for IBM for 30 years, retiring in 1992 from Mechanicsburg, PA.

Never one to sit still, Sonny began his second career, learning the avionics business at Clark Aviation in PA. After moving to Rochester, he continued that love, and spent 13 years with RC Avionics managing the shop at Rochester International Airport.



Sonny was an instrument rated pilot and flew the plane he built, an RV-12. Once his wife Barb retired, they really started to travel the country.

Sonny met his wife, Barb Sorochak, at IBM Green-castle. They were married 35 years. She sur-

vives. Also surviving is his son Scott (Shirley), daughter Pat (Tony), grandchildren Matt (Kayla) and Chris and one great grandchild Beaux.

A celebration of life will be held on July 21, from 4 pm to 7 pm at Sammy's Restaurant in Stewartville.

Mayo Clinic Aerospace

Medicine

-- Mitch Nelson

Mitch Nelson with Mayo Clinic Aerospace Medicine here. I'm an EAA member and received the most recent newsletter. I wanted to let you know that I'm producing a podcast at Mayo for pilots hosted by one of my AMEs. The focus is on pilot health and medical certification. I think the Chapter 100 members may find the topics interesting. We have discussed diabetes, depression, anxiety, cancer, cardiac conditions, and most recently COVID vaccines.

We would love to be mentioned in the newsletter or featured on the website as an additional resource for pilots. We all get our information differently, and the Mayo Clinic Clear Approach Podcast may be a good addition.

Members can search for Mayo Clinic Clear Approach on their favorite podcast platform or click the link: <https://mayoclinicclearapproach.blubrry.net/>

Mitch

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Editor: I have added the [Mayo Clinic Clear Approach](#) to our EAA Chapter 100 Website.

Great Big Story

-- Gary Russell

The dusty desert of Lucin, Utah, isn't for everyone. It's lonely, windy and hot. But for Ivo Zdarsky, it's home. The inventor, who in 1984 escaped Czechoslovakia in a homemade aircraft, lives in an airplane hangar about 25 miles from his nearest neighbor. Like we said, Lucin isn't for everyone.

Meet the Man Who Escaped the Soviet Bloc in a Home-made Plane:

https://www.youtube.com/watch?v=iIPGLj87ybo&feature=emb_rel_end

FAA changes will revolutionize homebuilt flight testing

-- General Aviation News

APRIL 3, 2021 BY **GENERAL AVIATION NEWS STAFF** [LEAVE A COMMENT](#)

After years of hard work and advocacy by the [Experimental Aircraft Association](#) (EAA), the FAA has published [draft guidance](#) to implement an optional task-based Phase I program for Experimental Amateur-Built (E-AB) aircraft.

Under the program, once an aircraft completes a flight test plan that meets FAA standards, Phase I is complete.

The standard 25- or 40-hour flight test period for Phase I will remain an option for all E-AB, and Experimental Light-Sport (E-LSA) continues to carry a five-hour test period, according to EAA officials.

The program is part of an upcoming update to Advisory Circular (AC) 90-89B. Flight test programs do not need specific approval by the FAA, but the circular lays out

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Secretary Comments

-- Jeff Hanson

EAA Chapter 100

Chapter 100 meeting 06-12-21

Here are the meeting minutes from Saturday, June 12 meeting:

- 13 members were present.
- It was a beautiful Saturday morning with three members flying in. Unfortunately, I was not able to enjoy the great flying weather as the Hatz is currently down for annual.
- Brad Anderson purchased a new refrigerator for the Dodge Center AD building for stocking the refreshments provided by the Chapter. A motion was made by Art Howard and seconded by Gordy Westphal to reimburse him for the cost of the refrigerator. The motion passed unanimously. Thanks Brad for taking care of this. Also, thanks to Stan for the lettering.
- The chapter picnic will be held on Sunday, August 15th. More discussion will follow but plan for the same format and menu as last year. The food was great as always and the individual plates worked out well.
- At this time we are planning on having our fall Young Eagles rally in September. All volunteer pilots will need to make sure they are current with their EAA Youth Protection Program training. It is required for all pilots and encouraged for ground volunteers as well. Better to get it taken care of early rather than waiting until the last minute. Information on the training is on the last page of the chapter newsletter.

Member round table discussion followed until the meeting adjourned, closing out with a few recollections of flying the F-16 by Dick Fechter which are always enjoyable!

Respectfully submitted,

Jeff Hanson

Chapter Secretary

Ken Brown

-- Jim Owens

Ken brown passed away the 27th. He built an RV-4 and previously owned a Hangar at dodge center.

Here is Kenneth Charles Brown's obituary.

It is with deep sorrow that we announce the death of Kenneth Charles Brown (Rochester, Minnesota), who passed away on June 27, 2021, at the age of 88, leaving to mourn family and friends. You can send your sympathy in the guestbook provided and share it with the family. You may also light a candle in honor of Kenneth Charles Brown or send a beautiful flower arrangement to the funeral service.

He was predeceased by : his parents, Edwin Harry Brown and Vera Maude Brown (Prentiss); his sons, Brandon and Paul; his sisters, Doris Brandey (Ron) and Phyllis Kramer (George); and his grandson Cody.

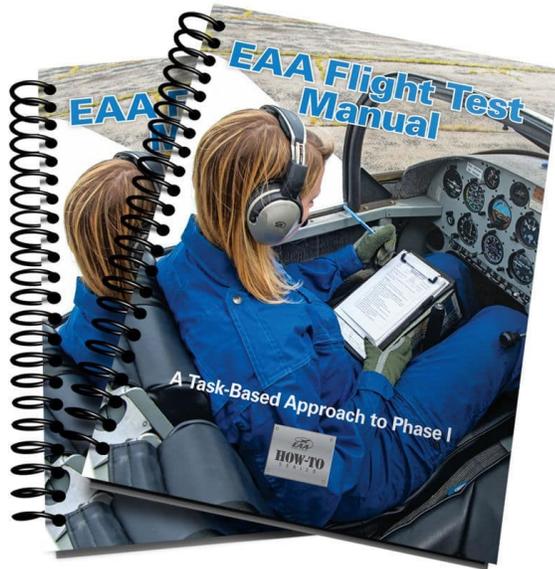
He is survived by : his wife Joan Gertrude Grabko; his children, Jackie Smutka (Mike), Charles Brown (Patti), Jill Carlson (Ron) and Jean Boysen (Dennis); and his sister Nancy Nigon (Don). He is also survived by 7 grandchildren; 17 great-grandchildren.

Visitation will be held on Thursday, July 1st 2021 from 12:00 PM to 1:00 PM at the River Park Chapel at MacKen Funeral Home (1119 11 1/2 St SE, Rochester, MN 55904). A funeral service will be held on Thursday, July 1st 2021 at 1:00 PM at the same location.



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certain required flight test points and requires the use of test cards for data collection in flight.



EAA'S NEW FLIGHT TEST MANUAL IS NOW AVAILABLE TO HOMEBUILDERS.

Users of the [EAA Flight Test Manual](#) should find it a straightforward way to complete the requirements of the task-based Phase I program, but anyone may draft a flight test plan that meets the FAA's outline, including kit manufacturers and other experts, EAA officials explain.

Task-based Phase I ensures that every hour spent in flight testing is meaningful and is contributing to both validating the airworthiness of the aircraft and gathering the data necessary to build a detailed operating manual. This will benefit the builder in ensuring full exploration of the aircraft's operating envelope, and it will benefit subsequent owners in having access to quality data on the aircraft. In exchange for this work, the aircraft will be released from Phase I when it is ready, not based on an arbitrary time requirement, according to EAA officials.

"This is the result of more than eight years of work by EAA and the FAA and we couldn't be happier that it is

Flight Following is not a Clearance?

-- Dick Fetcher

I think all pilots understand that if a pilot is on a "flight following" clearance and approaching class B airspace he/she must hear that second or extra clearance of "cleared into class B..." but as long as a pilot is talking to ATC approaching class C or D airspace he/she probably doesn't need that **extra clearance** because your controller will probably get it for the pilot (and normally does). However, if the ATC person the pilot is getting his/her flight following from isn't the controlling agency for that C or D airspace, the pilot must be sure they have the clearance to enter. Again, normally the ATC person the pilot is getting directions from for their flight following will get that clearance for the pilot, but it is not their responsibility, and the pilot has the ultimate responsibility for getting the clearance. PilotWorkshops.com does a much better job explaining all this at this [link](#). They also sell great pilot courses and provide free monthly newsletters if you order them by going to <https://pilotworkshop.com>.

now nearing completion," said Tom Charpentier, EAA Government Relations Director. "This will be a true paradigm shift in E-AB flight testing."

Task-based Phase I is another example of the EAA working collaboratively with the FAA to achieve a win-win solution that benefits the community and enhances safety. The groundwork for this change was laid by the EAA/FAA working group that created the Additional Pilot Program (AC 90-116), which allows another pilot into the cockpit to enhance safety during flight testing.

The Advisory Circular is in draft form and [comments will be accepted](#) through April 29, 2021.

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(Continued from page 4) - FAA changes will revolutionize homebuilt flight testing

Relevant language on Task-Based Phase I is housed in Chapter 1, Section 1 of the draft. The rest of the document contains advisory information on flight testing and is not part of the task-based program requirements, EAA officials note.

Editor: This article is from [General Aviation News](#). The original article can be found [here](#).

Technique-short-field-takeoff

-- AOPA

Editor: Click [here](#) for the complete AOPA article.

Don't let your long, home airport runway lull you into a sense that a slow, methodical acceleration and liftoff can happen everywhere. Short-field takeoffs use a technique that gets the wheels off the ground fast, and the airplane climbing as steeply as possible. Some of the best and most memorable runways are short, tucked-away strips of grass or concrete. The ability to comfortably operate from them will open your horizons.

Good short-field takeoffs start with good planning. Before you land somewhere, make sure you will have enough runway length take off again. Consult the pilot's operating handbook for distance required and give yourself a safe margin of 50 percent before even trying a runway.

For most airplanes with flaps the handbook will specify the proper setting for a short-field takeoff. Flaps, when set to less than about half, add more lift than drag, so this is an important step.

Although a short and soft field may require a running, sweeping taxi onto the runway, a true short, paved strip calls for a drag race. Use every inch of runway you can (see "The Whole Runway," p. 35), making sure the nosewheel or tailwheel is straight before coming to a stop.

At the end of the runway, hold the brakes and apply full power. Note on the tachometer that static rpm is where it should be, and then release the brakes.

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Newsletter Editor

-- Art Howard

It has been challenging getting this newsletter out. We flew to Tennessee on Tuesday, June 28 and returned on Friday, July 2. We were visiting another grandchild that arrived in this world on Saturday, June 12, 2021 at 06:04 a.m. - 7 lbs. 6 oz, 19" long, at home. Yes, Daniel LaFate Branam was born at home under the care of a midwife. It is the new way.

His mom, my daughter Kristin, has taken flying lessons and soloed. So guess what, I was asked to take Daniel to get his first airplane ride! Thus, on July 1, 2021, Daniel had his first airplane ride at the tender age of 19 days, much too young to be called a Young Eagle. Maybe a Baby Eagle? No, I could not log a Young Eagle flight, much too young. Besides, a proud dad and mom just had to ride along with Daniel.

I am prepping to leave for Oshkosh and AirVenture 2021 on Saturday, July 17 for two weeks. I am Chairman South 40 Aircraft Camping and Registration. It is as far south on the grounds as one can just about get. South and West of Runway 36 and there is a gate just a short way south of the South 40 Building. There is also a bus turn-around to the west of the building. It is really a long way from Convention Center.

We open for business at noon on Thursday, July 22. I am still looking for volunteers. If you want to help, please get in touch with me at alhowar@attglobal.net. If you work 4 hours each day, I can get you a wrist band. The task is registering Aircraft Campers, selling wrist bands, and answering questions. Besides getting to talk to other pilots that fly in and camp at AirVenture, the volunteers get to interact with each other during down times. Fun is had by all!

If you would like something added to this newsletter, please submit your article, It will get published!

Hope to see you at Oshkosh! Fly safe and have fun.

Also, put August 15 on your calendar for the Annual EAA Chapter 100 picnic. See you then!

Items for Sale

Editor: Please send me a description and photo, if you have one, and I will place your for sale item here.

(Continued from page 5) - Technique-short-field-takeoff

When you reach best rotation airspeed, pull up. Patience is key here. Assuming you ran your calculations correctly and the airplane is performing as it should, you have to trust your machine by holding neutral elevator and waiting until VR.

Hold VX as you climb above any obstacles. As tempting as it may be to pull harder and fly slower than VX, remember that the manufacturer tried all the speeds and decided that the published VX was the most efficient way to gain altitude in the shortest distance. When you're safely above the obstacles, lower the nose to VY, raise the flaps, and enjoy the ride.

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 events this fall in 2021. Hopefully, this event will occur this year.

