



EAA Chapter 100 June 2023 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.

June Meeting

– Dwayne Hora

Here is the 6-10-2023 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

FAA Proposes Changes to Flight Instructor Certificates

-- <https://www.flyingmag.com/>

Editor: This article is from Flying Magazine url: <https://www.flyingmag.com/faq-proposes-changes-to-flight-instructor-certificates/>

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A Note from the Treasurer

-- Chris Budahn

Hello EAA 100,

We have a new Facebook page. Please search EAA chapter 100 so you can like and follow the page to get updates. This tool should help expand our advertisement reach for events such as the breakfast and Young Eagles Rallies.

Chris

(Continued from page 1) - FAA Proposes Changes to Flight Instructor Certificates

The alterations would make it easier for instructors to maintain proficiency and keep their certificates in line with other airman certificates that do not expire.

By [Amelia Walsh](#) May 30, 2023

The FAA is seeking comments on proposed changes to flight instructor certificates, including the removal of expiration dates, according to a newly released [Notice of Proposed Rulemaking \(NPRM\)](#).

The FAA's May 23 proposal outlined several changes that would make it easier for flight instructors to maintain proficiency while keeping their certificates in line with other airman certificates that do not expire. Among



the changes is eliminating the 24-month expiration on flight instructor certificates and instead establishing recent experience requirements with a three-month grace period.

As it stands under FAR 61.197, the CFI needs to complete a Flight Instructor Refresher Course (FIRC) every 24 calendar months to maintain privileges as an instructor in addition to the completion of a flight review every two years, which all pilots must abide by. Should a CFI allow their certificates to lapse, the only option to reinstate their flight instructor certificate is to pass a practical test.

With the proposed changes, CFIs may demonstrate recent experience through current renewal requirements outlined in 14 CFR [61.197](#), including passing a practical test; endorsing at least five students for a practical test with at least 80 percent passing on the first attempt; serving as a company check pilot, chief flight instructor, company check airman, or flight instructor in a Part 121 or Part 135 operation; completing an approved FIRC; or passing an official U.S. Armed Forces military instructor pilot or pilot examiner proficiency check. A sixth method to renew CFI certificates will include teaching under the FAA-sponsored Wings program.

In its NPRM, the FAA noted that organizations, such as the Aircraft Owners and Pilots Association (AOPA), have long backed changes to instructor certificates.

"Industry advocates have expressed support for removing the expiration date on a flight instructor certificate and amending the renewal and reinstatement requirements," the FAA said. "These industry advocates asserted that requiring an expiration date on a flight instructor certificate is overly burdensome, costly, and provides no safety benefits."

In 2007, a similar proposal to eliminate expiration dates was introduced but later retracted as the FAA determined that "revising its application procedures could achieve equivalent results."

According to AOPA, it has been discussing the measure with the FAA in recent months as the shortage of professional pilots (including instructors) has become

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Secretary Comments

-- Jeff Hanson

EAA Chapter 100

Here are the meeting minutes from the May meeting:

- 12 members present
- Pancake breakfast discussion. Chris took out a Facebook ad for further promotion.
- New member, Paul Rutton introduced himself - welcome Paul!
- Young Eagles discussion
- Member round table discussion

Chapter video magazine for the month was watched.

Young Eagles event follow up: The event was held on Saturday, May 20th. The weather was perfect and the event was a success. Around 60 kids were flown with seven airplanes. I saw nothing but smiling faces. Thank you to Dan and Brad for the coordination and setup and thank you to all of the volunteers who helped out!

Respectfully submitted,

Jeff Hanson

Chapter Secretary

(Continued from page 2) - FAA Proposes Changes to Flight Instructor Certificates

more severe.

“AOPA appreciates the FAA’s recognition and proposed adoption of AOPA’s recommendations to make it easier for CFIs to savings in both time and money for thousands of CFIs, while maintaining the highest levels of pilot training and safety for the general aviation com-

SAFETY SPOTLIGHT: TOP 10 PILOT TIPS

-- AOPA.org

Editor: AOPA Pilot, October 1 2018— By Richard McSpadden

URL: <https://www.aopa.org/news-and-media/all-news/2018/october/pilot/safety-spotlight-top-ten-pilot-tips>

This spring, the AOPA Air Safety Institute canvassed the general aviation community to find top pilot tips. Tips that make better pilots. Tips that immediately resonated with people and have stayed with them throughout their flying lives.

We collected input from across the community, listed

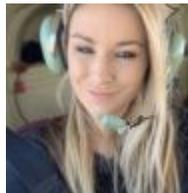
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munity.”

Additional changes in the NPRM include two new methods for flight instructors to qualify to provide training to other flight instructor applicants. One is to train and endorse at least five practical test applicants with at least 80 percent passing on their first attempt. The second requires the instructor to graduate from an FAA-approved, flight instructor-enhanced qualification training program and have at least 200 hours of flight training.

The NPRM is open for public comment until June 22.

Amelia Walsh



Amelia Walsh is a private pilot who enjoys flying her family’s Columbia 350. She is based in Colorado and loves all things outdoors including skiing, hiking, and camping.

Editor: Compliments to Fly Magazine. The URL is: <https://www.flyingmag.com/faa-proposes-changes-to-flight-instructor-certificates/>

(Continued from page 3) - SAFETY SPOTLIGHT: TOP 10 PIL;OT TIPS

them, debated them, selected the best, and then built a seminar around them—which we debuted at EAA AirVenture in the Pilot Proficiency Center. The seminar was fun to deliver, and well-received by an enthusiastic audience who offered some of their tips along the way. Here are the top 10 GA pilot tips.

1. Fly the aircraft as far into the crash as possible. Bob Hoover’s classic advice communicates an entire approach to flying, which permeates our attitude in the cockpit. We leave nothing to chance. When faced with difficult circumstances and only poor choices, we will select the best poor choice available and maintain aircraft control as long as possible.

2. Pick a target on every landing and aim to land there. As a minimum, land exactly on the centerline. If you miss your spot, or drift off the centerline, even by a few feet, debrief yourself as you roll out and taxi in. Why did you miss it? What caused you to drift, even slightly, and miss your target? This specific focus will help you become a better stick-and-rudder pilot and it will prepare you, should the day ever come, when the landing environment is tight and you need precision.

3. Establish a short, essential-items memory checklist prior to every takeoff. This memory checklist is intended for after all your checks are complete; just prior to taking the runway, you run your essential memory items. For most GA airplanes, something like “fuel, fire, flight controls” is an excellent quick, essential-items memory list to confirm. Such a simple, essential checklist is especially helpful to pilots who switch between airplanes of varying complexity.

4. Use the three fingers rule to help spot relevant traffic. This tip comes from AOPA Premier Partner Pilot-Workshops. Most of us tend to look too high or too low for traffic at a distance. In reality, any traffic that is a potential conflict will be within a finger width above to two fingers below the horizon. The next time you get a traffic call (ATC or ADS-B), stretch your arms out in front of you, and put a finger on the horizon, and two fingers below. Your traffic is somewhere behind your fingers. Remove your hand and search the spot.

5. Use only as much flight control input as you need to

maneuver the aircraft to where you want it, but use every bit as much input as you need to do that. Pilots work to be smooth and are taught that airplanes are inherently stable—meaning, when moved away from stable flight, they tend to move back and seek stable flight. As a result, in difficult conditions, such as strong crosswind landings, we often aren’t ready for, or we are reluctant to move the airplane with as much input as necessary to put the airplane exactly where we want it. As one colleague puts it, you have to be ready to wrestle the airplane, when needed.

6. Use the “three strikes rule” to help you assess your readiness to fly. If you commit three mental errors, consider terminating the flight—it’s an indication that you aren’t ready to fly today. For example, suppose you forget to fasten your seat belts; after starting you realize you left the chocks in; and then taxiing onto the runway you realize you forgot to lock the canopy. None of these things may be critical on their own, but taken collectively, they indicate your mind is not focused.

7. Use the water bottle technique to determine whether clouds are above or below your flight path. Ever been VFR cross-country with clouds in the distance and wondered whether or not, at current altitude, you will clear the tops of the clouds? A good technique is to take a sealed, clear water bottle, about two-thirds full, and hold it sideways at arm’s length with the water line on the horizon. If the clouds are above the water level, you will not clear the clouds. If the clouds are below the water level, you will clear the tops.

8. Establish a ladder of priorities to help with task saturation. When the task load gets high, or weather drops, and you are getting behind the airplane, make sure you first, have flying airspeed; then ensure a clear flight path; next, fly to the proper position; then communicate; and finally, work navigation equipment and aircraft systems.

9. Remember that you are only as safe a pilot as you work to be. Planning to get more proficient or intending to access more safety material does nothing to make you a safer pilot.

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Newsletter Editor

-- Art Howard

(Continued from page 4) - SAFETY SPOTLIGHT: TOP 10 PIL;OT TIPS

10. The best thing you can do to improve your skills is go fly. Try these pro pilot tips, and then come out and join us and share your favorite—one that has stayed with you and makes you a better pilot.

Email richard.mcspadden@aopa.org

Richard McSpadden

Senior Vice President of AOPA Air Safety Institute

Editor: My compliments to AOPA. Again, the URL to this article is: <https://www.aopa.org/news-and-media/all-news/2018/october/pilot/safety-spotlight-top-ten-pilot-tips>

If you are not a member of AOPA, please consider what they do for aviation along with EAA. Membership in both organizations provides many benefits to pilots, builders, and continuing support for all our aviation activities. I have been a member since June 1, 1972. Wow! Over 50 years. I guess I am just an old-timer!



The basic 6 pack panel. My original 1962 Cherokee was pre 6 pack. This layout was an improvement over the T arrangement. Another term for these aircraft instruments is “Steam Gauges”. Modern aircraft no longer have vacuum pumps to power the gyros in these old instruments. My current panel has a mix of steam gauges and glass panel. I no longer have any gauges requiring a vacuum pump. Saved some weight removing the vacuum pump and gyroscopic gauges. Two Garmin G5 instruments provide Glass Upgrade for DG/HSI and Attitude Instruments in GA Aircraft, which I now have in the Cherokee. Works well when flying instruments.

Art Howard

Isn't it nice that the weather is warmer? Great to see summer weather. Now if the Canada forest fires were not producing so much smoke, what should be VFR days are becoming Marginal VFR some days.

My 1962 Piper Cherokee made it through another annual. The engine tachometer was showing 300 hours since it was installed. I must be doing a lot of flying!

I just came out of a busy two weeks of flying. My sister's husband passed, and I flew to Wahpeton, ND, to help her get things set up. Then the following week was the funeral in Fargo, ND, so flew to Hawley Municipal, since Moorhead Municipal was closed by the city for patching cracks in the runway.

The day after the funeral, I flew my brother, who is from Arizona, to Bemidji to see our cousin. On approach into Bemidji, I get a “Hi Art” from Dan Marris who is flying a medical flight into Brainard. I am working for Dan Marris who owns Marrtian Aviation, Red Wing Regional Airport. You never know who you will hear in the air from another pilot! Flying aircraft is a small community.

I have just started with a new Learner (FAA Speak!) using a Piper Warrior, N4532X. So far, I enjoy teaching someone pilot skills and watching them grow. Just having fun in my third career.

My application is being approved to become a FAAFAST Team Member. Two on-line courses and a Zoom meeting so far. It should be completed next week. This will help me in providing WINGS Credit for the IMC Club meetings.

Got a chance to fly to Amery Municipal (KAHH), Amery, Wisconsin, for Fly-in/Drive-in Pancake Breakfast with kielbasa and pancakes on Saturday, June 3. There was orange juice, milk, and coffee (both caffeine and decaffeinated). Nice breakfast!

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

EAA Young Eagles Pilot Requirements

-- EAA

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



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.

