



## EAA Chapter 100 August 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.

## Comments from South 40 Aircraft Registration, AirVenture 2021

-- Art Howard

Many thanks are in order for the members of EAA Chapter 100 and AirVenture 2021, Oshkosh, WI. We had members volunteering at Weeks Hangar, Communications, and South 40 Aircraft Registration, to name a few. There were also former members of EAA Chapter 100 and others from Minnesota volunteering. What a great way to support aviation and EAA.

I am giving special thanks to all those that volunteered at South 40 Aircraft Registration. Note, not all are from Minnesota.

- Christine Baso
- Ella Basol
- Steve Buch
- John Gaut
- Dwayne Hora
- T Douglas McCarlie
- Bob Nelson
- Doug Solinger
- Ella Solinger
- Jake Wegman

Dwayne Hora was a great help and spent the most hours helping. Jake Wegman won a gift card from EAA for the most sales. In total, volunteers, including myself, spent 396 hours supporting South 40 Aircraft Camping Registration.

South 40 Aircraft Camping Registration was a new area this year. I arrived on Saturday, July 17, to get the new area up and running. With support from EAA Maintenance and EAA Finance I was able to obtain fans, wastebaskets, brooms, and other items needed to operate. Not all of the computer items were installed, so had to follow-up with IT (Information Technology). There were also a few software items that needed attention.

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Ed Myers is Chairman of South 40 Aircraft Parking. We worked together on common problems, such as getting Operation Thirst sandwiches. Because South 40 Parking and Registration is at the extreme south of the Convention Grounds, there seemed to be a problem understanding where we were located. Supplies needed were delivered to the wrong building, South Vintage Show Plane Camping! There is more to this story than I want to cover here. The fact that EAA is expanding aircraft parking is just growing pains!

There is no more area to expand going south at this time. County N is the road outside of the airport fence. The last row of the South 40 Aircraft Parking was filled!

Other amenities include two shower trailers, a Red Barn for supplies, benches, chairs, tables, and of course Porta Potties.

On Wednesday we had an evening Thunderstorm. EAA supplied buses to take people to the EAA Museum from the campground and back when the storm ended. We received multiple comments regarding how well this worked.

My tent did not do so well. A special thanks to Dwayne and his niece for letting me stay in a dry place in town. My sleeping bag and other items in the tent were soaked! I was dry. Thanks again Dwayne! Airplane camping is always a challenge but usually I stay dry. Maybe need a new tent? This one has been to Alaska, Sun n Fun and Oshkosh.

In ending, I will be Chairman of South 40 Aircraft Camping Registration in 2022. We need a few more volunteers to keep the working hours down while working a window. It is a great time and an excellent way to support EAA and AirVenture. Hope to see you volunteering in 2022.

And again, a special thanks to the EAA Chapter 100 members who volunteered at AirVenture 2022. I really appreciated the help at South 40 Aircraft Camping Registration. It would not have worked without the outstanding volunteers.

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## The Lowdown on LODA...A Message from AOPA and Mike Vivion

-- Randy Corfman



I received this from Mike Vivion, our former vice-president and board member who now is president of the Montana Pilots Association... Please read and contact our Senators and Representatives...

Folks,

The FAA has recently taken steps that will impact flight instruction and therefore aviation safety significantly in future. This action flies in the face of aviation safety and common sense.

Please read the following article from AOPA, which outlines the history and effects of this action: <https://www.aopa.org/news-and-media/all-news/2021/july/22/aopa-turns-to-congress-to-solve-faa-created-flight-training-crisis>

Ironically, at Oshkosh, the FAA Administrator, Steve Dickson, stated in a town hall meeting: "Let me start out by addressing an issue that is a source of frustration for many of you, and for me as well," said FAA Administrator Steve Dickson. "It's a four-letter word spelled LODA," he told pilots during a Meet the Administrator session at EAA AirVenture July 29. "I'm not any happier about this situation than you are.". The "LODA" that Dickson refers to is a new requirement by the FAA for flight instructors and owners of certain categories of

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## Secretary Comments

-- Jeff Hanson

### EAA Chapter 100

#### Chapter 100 meeting 06-12-21

Here are the meeting minutes from Saturday, July 10 meeting:

- 10 members were present.
- AirVenture discussion - meeting attendees discussed their plans along with things they were hoping to see or participate in.
- Jim brought up the new LODA directive that the FAA released.

Round table discussion followed.

Secretaries note: Dad and I just got back from a great trip to Oshkosh. We drove over on Thursday and stayed until Saturday afternoon. It was great to be back. We were fortunate enough to arrive the day after the severe storms on Wednesday night although driving in West of Oshkosh and seeing all of the downed trees and power lines had us a bit concerned. I'm glad the worst of it stayed away from the airport. We enjoyed running into a couple of previous chapter members while we were there (Bob Bittner and Brett Krell). It was good to talk to both of them again. Glad to see they are both doing well. As I said before, it was great to be back again and to also see that, for the most part, there were no real noticeable changes to the fly-in that we all enjoy. I hope everyone else that went had the same experience.

Respectfully,

Jeff Hanson

Chapter Secretary

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aircraft are now required to acquire. So, the head of the agency doesn't agree with his own legal folks, but can't or won't do anything about it.

But, the worst part of this situation is that the FAA is adopting the policy that flight instructors and pilots conducting certain flight testing (such as the 20 to 40 hours required for certification of experimental home built aircraft) are "operating an aircraft carrying persons or property for "compensation or hire". Historically, the FAA policy has always been that flight instructors are NOT operating the aircraft, they are offering instruction.

AOPA has worked with Senator James Inhofe and Representative Sam Graves to introduce bills into the current Congress to address this situation, since it's apparent that the FAA isn't going to fix the damage.

This legislation is the "Certainty for General Aviation Pilots Act of 2021". It's purpose is to clarify "that individuals engaged in aircraft flight instruction or testing, including phased testing of Experimental aircraft, are not operating an aircraft carrying persons or property for "compensation or hire".

The Senate Bill is: S.2458

The House Bill is: H.R. 4645

Please contact your Congressional representatives and tell them to support these bills. For Montana residents, I've listed contacts below for our Congressional contingent. If you're a resident of another state, please contact your representatives as well.

Believe me, folks, this is a VERY important issue, so please take some action.

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(Continued from page 3) - The Lowdown on LODA...A Message from AOPA and Mike Vivion

Thanks,

Mike Vivion

Please take a moment to contact our Senators and Representatives! Thanks for doing so, and thanks to Mike Vivion for providing this information!

Randy Corfman  
President, MN Pilots Assn

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# TECHNIQUE: SOFT-FIELD TAKEOFF KEEPING IT LIGHT

-- AOPA By Jill W. Tallman

That day will come: the day when the runway ahead of you isn't paved and smooth—it's grassy and soft and maybe muddy. Or it's paved—but it's poorly maintained,

with cracks and ruts that would be hard on your airplane's landing gear. Or there's snow on the runway that will slow you down. These scenarios call for a soft-field takeoff.

Before anything else, check the pilot's operating handbook for recommendations on amount of flaps to use—if any—and when to retract those flaps.

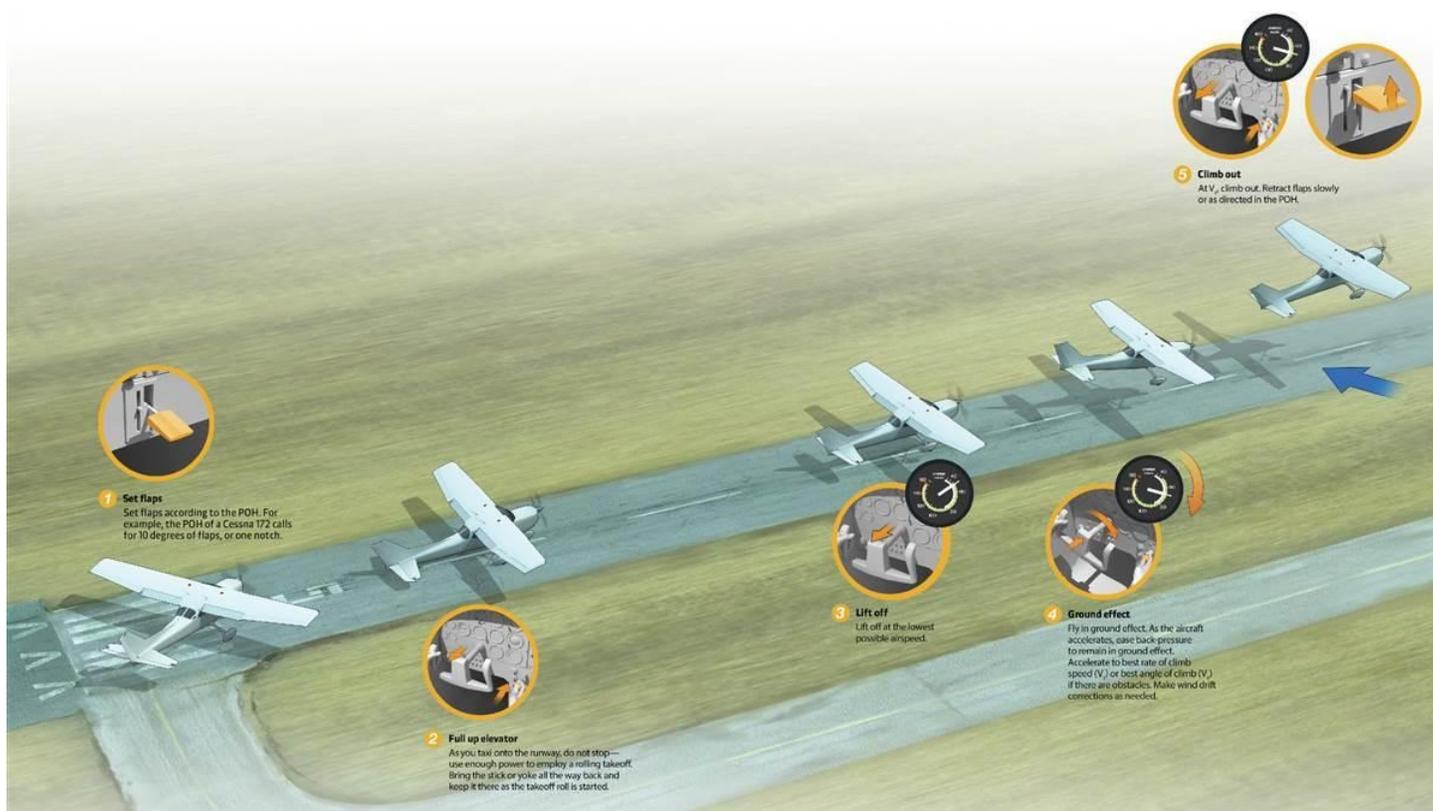
In a soft-field takeoff, your objective is to get the wheels off the ground as soon as possible, eliminating the surface drag and lightening the load on the landing gear. What makes this maneuver challenging is that as you raise the nose, the airplane is slow enough that it is barely flying—but you have to keep it there until you've built up enough airspeed.

### JARGON

#### Ground effect

Airplanes get an extra boost of lift close to the ground, as if there is a cushion of air keeping them aloft. When the airplane is within a distance of about one wing span above the surface, the ground interferes with the

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airflow around the wing. Upwash, downwash, and wing-tip vortices decrease, reducing induced drag. Because of ground effect, an airplane may be able to take off at a slower airspeed than it can climb.

**Editor:** This article is located on the AOPA website:

<https://www.aopa.org/news-and-media/all-news/2019/february/flight-training-magazine/technique-soft-field-takoff>

The illustration on the previous page can be enlarged on the AOPA website, thus showing flap setting, how the control wheel is held, flying in ground effect, and allowing airspeed to build before climbing out.

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## Flight Review

-- AOPA

While the name has changed (from Biennial Flight Review), the regulation has not. FAR Part 61.56 (c) requires active pilots to complete a flight review with a CFI every 24 calendar months. Each pilot's logbook must show that he or she has successfully completed that review. [The Pilot's Guide to the Flight Review](#) and the [AOPA Online Pilot Information Center subject report on the Flight Review](#) will provide detailed information about what to expect during the flight review process. Keep in mind, this is not a check ride nor is there a written test involved. Schedule some time with a flight instructor. After reviewing some ground school, go for a flight. At that point your instructor should be able to give you an idea of what will be involved to get current again. Depending on how long it's been since you have flown as Pilot In Command, they may be ready to sign you off right there or they may recommend some additional flight lessons.

**Editor:** This is from the LAPSED PILOT series on the AOPA website: <https://www.aopa.org/training-and-safety/lapsed-pilots>

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## Newsletter Editor

-- Art Howard

After returning from AirVenture 2021, it seems like summer is almost over. I always think fall is beginning soon, even though summer does not end until Wednesday, September 22, 2021.

I am still getting caught up since returning. The time at AirVenture, Oshkosh, was a little over two weeks. The mail pile is still not emptied. This newsletter is getting priority.

My airplane sat for over two weeks. That is the longest it has not been flown since last AirVenture. I try to get out at least once a week. More often than not, it is several times each week. There are more cross-country flights that will happen this year!

Hope everyone is getting some flying in this summer. The smoke haze from the fires in Canada and the western USA have not been helpful for VFR flying. Just need rain and fronts to clean the air. Fly safe!

I was able to get Basic Med exam in Lake City this past week. So now I have a 3rd Class Medical and Basic Med. Time moves on!

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

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### What are three most useless things in aviation?

The runway behind you.

The altitude above you.

The fuel back at the fbo still in the fuel truck.

Editor: From <https://jokojokes.com/aviation-jokes.html>

## Items for Sale

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

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*Editor:* Complete article as at url: <https://www.planeandpilotmag.com/news/the-latest/2021/08/03/huge-numbers-for-aaa-airventure-oshkosh-could-have-been-way-bigger/>

EAA Oshkosh AirVenture 2021 is in the book, and is one for the books. But it not only could have been, but would have been, bigger, way bigger, had three things been different.

First, the numbers. EAA in its release yesterday said that the event was the second largest in its history to the 2019 edition, with 608,000 attending the show. There were more than 10,000 planes at Wittman Regional and reliever airports, including Fond du Lac, Appleton and Green Bay. That number included, EAA said, “a record 1,420 vintage aircraft registered, plus 1,089 homebuilts, [an impressive] 354 warbirds, 148 aerobatic aircraft, 112 seaplanes, 33 ultralights, and 27 rotorcraft.”

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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](https://www.faa.gov))

*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](https://www.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.

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