



# EAA Chapter 100 July 2023 Newsletter

<http://eaa100.org>

## 2023 Chapter Leaders

President  
Dwayne Hora  
President@eaa100.org

Vice President  
Ken Chase  
VP@eaa100.org

Secretary  
Jeff Hanson  
Secretary@eaa100.org

Treasurer  
Chris Budahn  
Treasurer@eaa100.org

Web Editor / Newsletter  
Art Howard  
Webmaster@eaa100.org

IMC Club Director  
Art Howard  
IMCclub@eaa100.org

Program Director  
Art Howard  
ProgramDirector@eaa100.org

Technical Counselor  
Wayne Trom  
TechCounselor@eaa100.org  
507-374-6245

Flight Advisor  
Dave Nelson  
FlightAdvisor@eaa100.org

Young Eagles Chairperson  
Dan Crandell  
Brad Anderson  
YoungEagles@eaa100.org

Tool Coordinator / Hangar  
Gordy Westphal  
ToolCoordinator@eaa100.org  
Hangar@eaa100.org

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

The July 8th meeting will be held in Ken Chase's hangar at the Rochester airport.

All drive-in attendees without KRST badge access will need to meet at the west entrance at 8:30 am to be escorted to the hangar. Drive-in attendees need to park on the grass to the east and north of Ken's hangar, NOT on the ramp in front of the hangar. That is a live taxi area and cannot be blocked.

Fly-in attendees can taxi down to the west end of the airport ramp and park across from, or near Ken's hangar. We will need to play the "near" parking by ear depending on aircraft parked on Signature remote parking (across from Ken's hangar).

See attached satellite image on page 2.

The meeting agenda will consist of reviewing the pancake breakfast results and other old business, and any new business discussions. Then we can let Ken share the projects he has in his hangar.

Thanks,

Dwayne  
EAA Chapter 100  
President

Next meeting is at the Rochester International Airport (KRST), 9 am, Saturday, July 8, 2023.

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## ***Proposed rule to restore flight training in experimental aircraft***

-- <https://generalaviationnews.com/>

**Editor:** This article is from General Aviation News url: <https://generalaviationnews.com/2023/06/27/proposed-rule-to-restore-flight-training-in-experimental-aircraft/>

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# A Note from the Treasurer

-- Chris Budahn

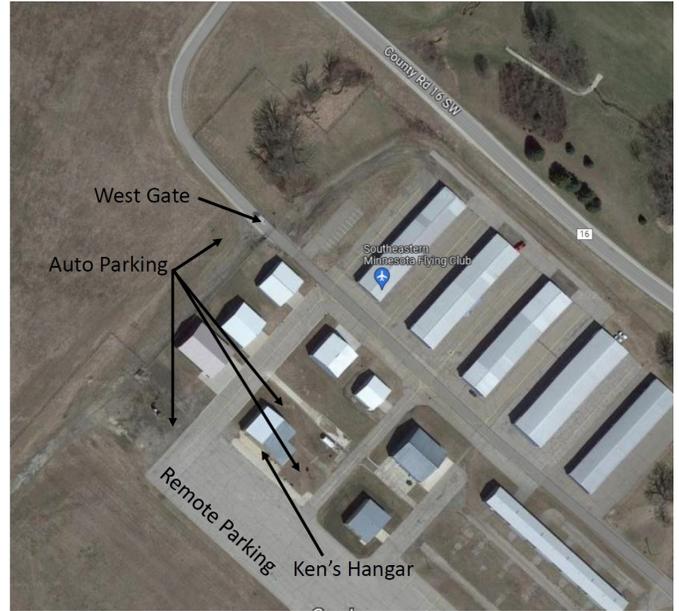
Hello EAA 100,

I'd like to extend my gratitude to all of you who helped at the Father's Day breakfast. Despite the crummy weather we had 10 pilots fly in and served 545 people. This number is down quite a bit from previous years but not bad considering the rain. We took in \$5,500. Of that \$160 was from the donation box. I believe this indicates we were priced accordingly if people were willing to give extra on top of the fee. I haven't received all of the invoices for our expenses yet but when I do I'll give an update on how much we actually profited from our work.

Happy Flying,

Chris

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West Gate entrance to Rochester International Airport (KRST) where Ken's hangar is located. Fly-in attendees can taxi down to the west end of the airport ramp and park across from, or near Ken's hangar.

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# Safety is No Accident

-- FAA Safety

How A Personal SMS Can Help Keep You Safe

By Susan K. Parson, FAA Safety Briefing Magazine Editor

You've probably heard the "safety is no accident" reminder in various parts of your life. At the most basic level, it is a clever word play with a double meaning. The most literal of these is that safety "means" or "equals" no accidents. The owner of a flight school I knew many years ago very much adopted this version, proudly stating to one and all that his organization was very safe because there had never been an accident involving its airplanes, its instructors, or its clients. Sadly, he lulled himself into believing that until one *annus horribilis* that saw a rash of accidents — including one that was fatal to both instructor and student. The ensuing investigations revealed that the previously spotless record result-

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# Secretary Comments

-- Jeff Hanson

## EAA Chapter 100

Here are the minutes from the June meeting:

- 14 members present
- 2 fly-ins
- Pancake breakfast discussion - went over final preparations and details before the breakfast.
- Young Eagles review discussion. Overall the event went well. Chris requested better pilot and flight coordination be looked at for future events.
- Round table member project discussion.
- Chapter video magazine was watched.

The meeting adjourned at 10:50 AM.

Respectfully submitted,

Jeff Hanson

Chapter Secretary

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ed more from good luck.

The more important meaning of the phrase is that safety doesn't happen accidentally. It requires a level of thinking, planning, and acting that we often describe as "aeronautical decision-making" or "risk management." That's why the FAA incorporated context-specific risk management elements into each Area of Operation and task in the [Airman Certification Standards \(ACS\)](#) documents. In short, safety is not so much a state of being as it is a matter of doing the right things to create — and maintain! — safe operations.

Each of us could probably come up with a long list of DO and DON'T actions consistent with safety and good airmanship. The list would likely include actions that in-

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*(Continued from page 1) - Proposed rule to restore flight training in experimental aircraft*

A Notice of Proposed Rulemaking (NPRM) from the FAA, "[Public Aircraft Logging of Flight Time, Training in Certain Aircraft Holding Special Airworthiness Certificates, and Flight Instructor Privileges](#)" was published June 23, 2023, in the Federal Register.

Among several rule changes, the NPRM proposes to codify the ability to train, without any further FAA authorization, in experimental, limited, and primary category aircraft when the use of the aircraft is not being offered for hire to a third party as part of the instruction.

Under the proposed rule, Letters of Deviation Authority (LODAs) would continue to permit certain types of training where the aircraft is offered for hire.

This has allowed — and would continue to allow — training operations to offer transition training to the flying public where the use of an experimental aircraft is compensated, officials with the Experimental Aircraft Association explained.

Another significant rule change proposed in the NPRM is the removal of a prohibition on experimental light-sport aircraft to be used in compensated training.

Over the years, this restriction has severely limited the availability of suitable aircraft for ultralight training, EAA officials noted.

With an appropriate LODA, these aircraft would once again be legal for training prospective pilots.

This is a long-awaited change first proposed in 2018 in an NPRM that was withdrawn and eventually combined with this new rulemaking initiative, according to EAA officials.

The NPRM, like most rulemaking documents, is complex. EAA officials said they are reviewing the document in detail and will provide appropriate comments.

The FAA is accepting comments on the NPRM until Aug. 22, 2023.

You can read the full NPRM at [FederalRegister.gov](#), which is also where you can submit your comments.

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*(Continued from page 3) - Safety is No Accident*

involve personal responsibility and accountability, concern for the community, and behaviors consistent with safety and risk management. Most items I might suggest are consistent with the four pillars of the [Safety Management System \(SMS\)](#) approach that the FAA, the international community, aviation operators, and many other industries have embraced as the best and most effective way to achieve acceptable levels of safety risk. So, let me offer an outline for how a simple personal SMS can frame both the conceptual and the participatory elements that can help you do the things that will truly make you a safe pilot.

### **Safety Policy — Define Your Aviation Values and Personal Minimums**

A solid starting point for your personal aviation safety policy is the Aviators Model Code of Conduct (AMCC). This document (available gratis from [secureav.com](http://secureav.com)) suggests that a pilot should make safety the highest priority, seek excellence in airmanship, aspire to professionalism, adhere to laws and regulations, and act with responsibility and courtesy to others. The enumerated values also include the importance of situational awareness, risk management, and “prudent operating practices” such as personal minimums.

Clearly defined, individually tailored, written personal minimums should be part of a safety-minded pilot’s individual SMS safety policy. Think of personal minimums as the human factors equivalent of the regulatory requirement for fuel reserves. That’s because properly constructed personal minimums define the safety reserve between the skills and aircraft performance required for a specific flight, and the skills and aircraft performance available.

There are numerous tools available to help guide you through the process of developing personal minimums, and the [FAA Safety Briefing team has in previous issues](#) offered a guide with a worksheet that you can use for this exercise (see [Your Safety Reserve: Developing Personal Minimums, FAA Safety Briefing, March/April 2015](#)). Regardless of the tool you choose, the important thing for your personal safety policy is to include personal minimums tailored to your individual training, experi-

ence, currency, and proficiency, as well as to the characteristics and capabilities of your aircraft.

### **Safety Risk Management — Stick to Your Personal Minimums**

Tools such as the AMCC and written personal minimums are very helpful when it comes to adhering to stated values. Predetermined and explicitly stated metrics for go/no-go and continue/divert decisions provide practical tools for meaningful risk management. For operations in instrument meteorological conditions (IMC), for instance, you might have personal minimums that say you will not operate in conditions defined as low IFR. Your personal minimums might keep you on the ground if thick haze significantly reduces visibility, or if the strength of a gusty crosswind is more than you can confidently manage. That’s not to say that you shouldn’t aim to expand your skills. But you negate the safety risk management value if you amend your personal safety policy just to make a specific trip. Consequently, good safety risk management means sticking to pre-established safety policy if conditions exceed stated limitations. If you are worried about disappointing passengers, consider sharing your written personal minimums with them before you even depart for the airport. That helps non-pilots understand why a delay or diversion might be necessary and reinforces to them that safety really is your highest priority.

### **Safety Assurance — Update Your Operating Policies**

Since continuous improvement is highly desirable, you need a sound safety assurance process to account for changes to your circumstances. Is the airplane you normally fly unavailable for the flight you’re making? Does that mean you will instead fly an aircraft with different equipment or performance characteristics? Are you ready for that challenge? Do you have a new certificate or rating? You naturally want to use it, and the training and checking required to earn it make your knowledge and skill as sharp as they may ever be. Alternatively, has it been a while since your last flight or your last no-kidding instrument approach?

These are just a few of the factors that go into deciding when, how, and to what extent personal minimums

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# Newsletter Editor

-- Art Howard

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The heat of summer is here. If you are going into a shorter strip, check you POH and make sure you have enough runway for a density altitude takeoff. With over 5,000 foot runways at KRST and 4,500 foot runway at KTOB, we usually do not need to be concerned about density altitude. The grass runway at KTOB is 2383 feet long. On a hot day, one should be checking the POH graphs for take off distance. The KTOB AWOS-3 does give density altitude. At 2026 Zulu on Wednesday, June 27 it gave a density altitude of 3,100 feet. This is in the afternoon at 3:26 pm. Compare your aircraft performance on a cool spring morning. The rate of climb is much different and the take off roll is also different.

I was talking about takeoff distance above. At high densities, the landing roll is also longer. The indicated airspeed is the same but your true airspeed is higher, thus your ground speed is higher for landing.

Take some time and look at the POH for the plane you fly and see what it has to say for both take-off and landing distances, when the density altitude is high.

On Thursday, June 13, 2023, I became a FAASTeam Representative for GL-15 (Great Lakes Region 15). The FAASTeam mission statement is: "Lower the Nation's aviation accident rate by conveying safety principles and practices through training, outreach, and education; while establishing partnerships and encouraging the continual growth of a positive safety culture within the aviation community." Looking forward to helping out.

See you around the patch.

I need more articles from the membership. Please send your articles and pictures to [alhowar@attglobal.net](mailto:alhowar@attglobal.net).

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should change. Rule number one is that changes should be well considered and well planned. If you want to expand your personal operating policies and limitations, it's never a bad idea to discuss your plans with a flight instructor who is familiar with your skills, your experience, and your aircraft. Better yet, "test" your proposed updated operating policies with an instructor on board. It's also essential to review personal minimums and other operating policies on a regular basis, maybe during **WINGS** proficiency flights or your next flight review.

Speaking of **WINGS**, continued education and training is another way to update skills and expand personal minimums. Opportunities abound, with options ranging from online courses to safety seminars to innovative simulation and much more.

## Safety Promotion — Contribute to the Community

Safety-minded behavior includes safety promotion. Most pilots know about the [Aviation Safety Reporting System \(ASRS\)](#), colloquially known as "NASA forms." Yes, NASA forms provide a sanctions-relief benefit in the event of an enforcement action. But the fundamental point of this system is to maintain a "crowd-sourced" database that collects, analyzes, and shares information on issues affecting safety. Online submission makes ASRS easy to use and speaking up when you have a safety concern lets you contribute to the aviation community.

Mentoring offers still another opportunity to give back or, as the saying goes, to repay your own mentors and aviation benefactors by "paying it forward" to the next generation of aviators. If you have special skills or experience, offer to share your expertise with a pilot who can benefit from it.

There is undoubtedly plenty more that each of us can do to deliberately create the culture of safety we need. We are counting on you to do your part.

*Susan K. Parson is editor of FAA Safety Briefing. She is a general aviation pilot and flight instructor.*

**Editor:** This article is from URL: <https://medium.com/faa/safety-is-no-accident-89fb6707025c>

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## Fly-in Event Websites

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](mailto:alhowar@attglobal.net)

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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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