EAA Chapter 100
September 2018 Newsletter

http://eaa100.org

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EAA Chapter 100 Upcoming Events:

See http://RSTGA.com for detailed information on local GA events including EAA Chapter 100 events. Below is a summary of our EAA events:

EAA Chapter 100 Fly-In
September 8th (2nd Saturday of the month)
Starts about 9am

Dodge Center Airport Admin building, hosted by Dick Fechter

- Young Eagles rally planning
- HQ EAA video summarizing AirVenture
- Hangar flying and hopefully some real flying.

IMC Club meeting
September 12th (2nd Wed of the month)
7pm – 8pm
Rochester airport's CAP Meeting Room.
Planned discussion topics: VDA and TCH, GPS Approach Types, Aircraft Approach Category, Approach Lighting Please sign up via the faasafety.gov website.

AOPA Air Safety
September 13th 7pm – 9pm
Dodge Center Airport. See details below.

Young Eagles Rally and General Aviation Picnic is September 22nd.
We currently have 12 aircraft signed up with 4 more expected. Our per sortie YE seats count is expected to be 39. Our Facebook event has 460 people "Interested" and 29 "Going". Please consider signing up as a ground volunteer. We could have a record number of people to entertain and educate.

Parts available from Glasair N11HC projects over the years:

- Old cylinders available for an artistic project
- Old starter
- Numerous miscellaneous parts

For more information:
http://11hc.44rf.com/leftover_parts/parts.htm

Story of the Pitts wing hanging in the Club House:

The wing were built by Dick Purdue in the 60's. He built the top wing and two bottom wings but never finished the fuselage or the tail. His dad owned a little toot airplane and was a founding member of our chapter back in the early 60s. The wings sat in their garage for the next 30 to 40 years.

Recently, Gordy Westphal asked him if he could use the wings for a project. Gordy obtained the top wing; recovered and painted it. The process of mounting the wing to the wall was quite involved. Stan and Gordy did a great job!!!

Thanks Gordy and Stan for your hard work.

September 13, 2018
1900-2100 (7-9pm)
Dodge Center Airport (KTOB)
EAA Chapter 100
806 Airport Road South, Dodge Center, MN 55927
Thank you EAA Chapter 100

ASI Investigates: Weather Accidents
Weather is often blamed as the cause of accidents when, in reality, it's poor decision making that's the culprit. Arm yourself to make the right weather choices at crucial moments before and during flight.

Here's what you'll learn:

- Why getting the big weather picture is important
- How to improve your go/no-go decision-making process
- Tips to "weatherize" your mindset and avoid traps like flying VFR into IMC
- Why technology can be a great tool *and* your worst enemy in weather flying

Starting at the crash scene and working backwards, you'll step into the shoes of an accident investigator and examine accidents in which weather played a role. Our expert presenters will guide the discussion about what went wrong, why, and how to avoid making the same mistakes.

Registration is encouraged but **not required.**
Click here to go to the map of AOPA seminars and click the Dodge Center pin to register.

FAA Adding New Weather Products to FIS-B

Pilots that are ADS-B In equipped will soon have access to new weather data in their cockpits over the 978-megahertz (MHz) Universal Access Transceiver link. This month, the FAA will begin broadcasting six new weather products: lightning strikes, turbulence, icing forecasts, cloud tops, graphical Airmen's Meteorological Information (AIRMET) and Center Weather Advisories. The new weather information will complement the original 13 "baseline" weather products — including Next Generation Weather Radar (NEXRAD) mosaics, winds aloft and terminal forecasts — in the Flight Information Services-Broadcast (FIS-B) feed. Pilots will have access to the new FIS-B products when their individual avionics are updated. The capability and availability will vary based on individual ADS-B avionics, so please refer to your avionics manufacturer for details. For more information on ADS-B services and benefits, go to www.faa.gov/nextgen/equipadsb/capabilities.

Weather forecasting – from American Flyers course for CFIs

The dynamic nature of weather makes forecasting it very difficult. Your students will quickly realize just how unreliable weather forecasts can be. Teach your students about the *reliability* factor associated with weather forecasts. A weather forecast is most reliable when it is first issued. As time passes, the forecast becomes less reliable, and its *reliability factor* decreases. Demonstrate the importance of seeking current forecasts with high-reliability factors and making plans based on the most up-to-date information.

Good weather forecasts are likely to be correct for up to twelve hours. A forecast for bad weather is not likely to be correct for the same period. Ceiling and visibility forecasts are not reliable beyond two or three hours. In other words, a twelve-hour forecast of good weather has a reliability factor of about 80 percent, whereas a twelve-hour forecast of bad weather is only about 45 percent reliable.

In cases where distinct weather systems—such as fronts and precipitation—are involved, there is a tendency to forecast too optimistically. Your students must also realize that errors in forecasting the time of a specific weather occurrence are more prevalent than errors in forecasting the occurrence itself.

Some high-reliability forecasts that are usually about 75 percent accurate, concern the passage of fast-moving cold fronts and are accurate within plus or minus two hours. The passage of slow-moving warm fronts is accurate within plus or minus five hours. Rapidly lowering ceilings preceding a warm front are accurate to within plus or minus 200 feet and have a time accuracy of plus or minus 4 hours. In areas where radar is available, the forecast of thunderstorms is accurate to within one or two hours.

If your students understand which forecasts are most reliable and which may be potentially inaccurate, they will be able to factor reliability into their aeronautical decision making (ADM). Forecasts with the lowest reliability typically involve the location and occurrence of severe turbulence, heavy icing, tornadoes, ceilings of 100 feet or less, and the location of immature thunderstorms.

Icing and turbulence are, by nature, local and often transient occurrences. Since an aircraft is the only instrument that can measure these phenomena, there is no other way to verify the forecasts than to fly through the forecast boundaries. Teach your students to seek out and include pilot reports (PIREPs) in their planning considerations.

Links:
What to do if the engine quits
Everything Explained about NOTAMS
Video on a great trip to AirVenture
Thunderstorms and ATC
X-Country Kits

Chapter member project updates:

- Gordy Westphal is making good progress refurbishing his PA-15 Vagabond. He is currently working on the fuselage.
- Phil Conway's Glasair is back to flying status!!!
- Larry R. Nelson is a new member. He recently moved to Byron and is building an RV.
- Jim Owens Viking powered Sonex will very soon be ready for final weight & balance and then inspection. Sorry, the gear leg fairings were not installed prior to the picture.

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