



EAA Chapter 100 September 2022 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.

September Meeting

– Dwayne Hora

Reminders:

Next Chapter meeting is on Saturday, September 10, at 9 am at the Dodge Center Airport Admin Building.

Future Events:

Saturday September 24: EAA Chapter 100 Young Eagles event

Saturday October 8 at 9am: EAA Chapter 100 has been asked to host Bruce Bordelon's Master Pilot Award ceremony at the October 8th general meeting. The FAA will also present a safety meeting.

Bruce and his wife will host so Brad Anderson will no longer need to host the October meeting.

Dwayne Hora
EAA Chapter 100
President



Why I Race

-- Dave Nelson



Photo: Gary Dean

I'm one of those people that just plain like to go fast. I like fast cars, fast boats, fast motorcycles ... and fast airplanes. That sense of speed; of

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A Note from the Treasurer

-- Chris Budahn

Editor: Chris has been very busy lately. He was going to submit information but did not get a chance before the Newsletter needed to be published..

If you are paying dues, please send \$10.00 along with your EAA number and e-mail address to:

Chris Budahn
6525 County 30 BLVD
Kenyon, MN 55946

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going really, really fast, has always heated up my blood. And let's face it, you like to go fast too! That's why, in part, we all chose these beautiful, sexy looking, and FAST airplanes over a spam can, or an RV, or whatever. Am I RIGHT?

And it's not just that sense of speed you get when clipping the tops of an overcast layer at cruise speed. It's also the efficiency that makes the speed possible that really attracts me. When I tell people that I get something over 20 miles to the gallon at something over 200 miles per hour, they are consistently blown away.

And then I show them a picture of that gorgeous airplane!



On the Race Line

Photo: Jimmy De La Garza

So going fast has always been a priority, and in the almost 25 years I've been flying mine, making it ever faster and ever more efficient has always been a driving goal. The need for SPEED!

A quick back story... While building my Velocity, I shared my shop with a close friend, Doug Solinger, who was building his Cozy 3-place. The building, and sometimes the beer drinking afterwards always revolved around who was going to be faster. When we both started flying, it was race on!

And almost right away we both started drag reduction projects, cooling drag clean ups, anything that would result in bragging rights. It was great fun, and we both learned a ton.

As the years passed, I kept watching my good friends Klaus Savier, Doug Kouri, and many others have a ball racing their airplanes. I started to get tempted... so I called Klaus and asked him what he thought of me racing. He clarified the challenge immediately for me - he said, "Dave, have you ever gone out and flown your airplane down low, flat out, all in, and at for at least two hours?". Of course I'd never done that - that's airplane abuse! But I did it and found out that both the airplane, and it's pilot, could do it... and it was fun!

So I went ahead and signed up to race for the first time. And I got my a** kicked.

But, I learned a ton, and I realized that it's not all about winning the race. Showing up for the race by itself was enough to keep me coming back!

Here's how a typical race works:

First, you'll need to enter the race and pay the fee. As a part of entering, you'll need to reach out to your insurance company and get them to send a certificate of insurance to the EAA. While that sounds scary, my insurance (which I get through Falcon) has never blinked.

As the registration process continues, you'll need to upload a fair amount of documentation, including things like images of your pilot license, medical, airworthiness certificate, and a whole bunch of things. This year for the first time the race committee had an online tool that made this pretty easy to do. This stuff is required by the FAA to insure that you are covered by

Secretary Comments

-- Jeff Hanson

EAA Chapter 100

Chapter 100 meetings

No minutes from the August Picnic.

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the race wavier they provide.

The race course is different each year. It has started in southern Illinois, eastern South Dakota, and (this year) in Wausau Wisconsin in past years, along with other locations.. You'll want to book a hotel room in the recommended hotel for at least one night before the race.



Next, of course, is getting the airplane ready. I've always done a very thorough, very careful inspection of mine, along with whatever "tuning" I want to do (such as new plugs, cleaned injectors, etc.). I wash and wax the airplane (and did you know that waxing your air-

plane can make it faster? Check out <https://airplaneacademy.com/do-airplanes-fly-faster-after-waxing-them/>).

I use "go fast" tape over many of the joints in the airplane (really anything that allows air in or out). An example is the cowling; any air escaping the cowl will disturb the attached airflow along the fuselage, adding drag, and also creating turbulent air entering the prop, making it less efficient. I've seen racers use tape on the inside of the cockpit to seal leaks. It seems to make a difference, and it sure makes you look fast!

The race festivities officially start the night before the race, with a required briefing and a banquet, but most of the racers show up two nights before the race for a fun dinner with their competition. This year that happened at a local pizza joint, and many lies were told and much beer was consumed.

The day before the race is spent by most racers doing final prep, which mostly involves hanging around the airport, telling more stories (and lies), comparing the competition, and watching the action. This year a really amazing thing happened... many of you who attended AirVenture 2022 will not soon forget the line of storms that hit Oshkosh Saturday night. Well, that same line of storms hit Wausau, but in a flat out amazing effort by our local hosts, hangar space was found for each and every one of the over 50 racers. We all slept well, thanks to these amazing people!



The Start

Photo: Gary Dean

Race Day

For me, this race day started with the bus ride to the

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airport. The local transportation was, in fact, one of those ‘buses’ used for, say, a bachelor party... a real pimp-mobile. On the way to the airport, as I sat all the way in the back, I was asked to turn around and hit a button on the wall behind me. It turned out to be a link to the blue tooth music system in the bus, and soon I was getting blasted with the theme from Top Gun as we pilots went to the airport to fly the race. Quite appropriate!

Weather for the race must be VFR along the entire route. Because of the storms the night before, we were told to anticipate a delayed launch. In the end, the delay was brief. We unpacked the hangars where our airplanes were stored, and tried to arrange them somewhat by class, as the fastest race classes launch first.

A pre-race final briefing was held, and we were told to be close to our birds, as once the launch was started it would proceed quickly (and it does).



In a normal start, a flagman waves each plane onto the runway as the preceding plane starts its takeoff roll. When the airplane in front of you has established a positive rate of climb, you give a thumbs up to the flagman, he signals you to begin your takeoff, and away you go! You announce your start: “Race 222 On The Roll!”. The actual race timing starts when you pass over the far end of the runway.

This year it was just slightly different. Because of the prevailing winds, we took off opposite to the direction we’d need to go on the first leg. So, in order to keep racers in a line during and after the 180 degree turn, we agreed to remain in line and pass in a “left downwind” string past the starting point on the runway, where the timing hack was taken. This process went off without a hitch, and the race was on! (Don’t worry, it’s just a puddle I rolled through! Photo: Gary Dean)

The Course

As mentioned, the course of each race changes year to year. There are always a number of turn points, and flying over the turn point is mandatory and checked via volunteers on the ground at each point. Five miles from the turn point, each racer is required to announce – “Race 222 Five Miles from XXX”, and then once directly over the turn point, announce again – “Race 222 Overhead XXX”.



An interesting point regarding the turns... our canard airplanes actually generate a large amount of lift in a turn, which means that we don’t lose as much energy in a sharp turn as more traditional airplanes. So, while most airplanes try to do a wider, low-G turn, we don’t have to do that to the same extent. That wider turn means you’re covering more distance... and distance equals time... so this is another advantage of our birds.

Altitudes are at the pilots discretion, and GPS data coupled with ADSB reports can be used to verify position at the turn point for those flying high. The hard deck is 1000 AGL, and that’s also verified by the judges using ADSB data. In prior years, where the race course was primarily in one direction (south to north, or west to east), many pilots have stayed as low as possible to keep out of headwinds. The course this year

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Newsletter Editor

-- Art Howard

Hats off to Dave Nelson and his racing experience. What a nice article, Thank you, Dave, for submitting this for publication in EAA Chapter 100 Newsletter.

There are other Chapter members who have interesting stories. Please, I am asking you to take some time and write your story.

Please send articles and pictures to me at alhow-ar@attglobal.net. See you around the patch.

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was more circular, so there were fewer earth huggers.

There is a racer-to-racer frequency we all monitor. It's purpose is to alert other pilots of any significant information (such as "Race 222 is passing a really slow blue RV at 2000' MSL). But, be careful what you believe... you'll for sure get a call, "Race 222, I've got a 65 knot tailwind at 6000' MSL - you should climb!.

The night before my first race many years ago, I again turned to my friend Klaus, who always (ALWAYS) wins his class, and asked him for some tips. He told me,

"Dave, it is very simple...
if someone is passing you,
you are LOOSING!"

The finish line is a high speed pass over a checkpoint. In this case it was down the runway at KRRL at 200 feet. Race photographers were there to snap some really great pictures (and they did a GREAT job - thanks so much!). Pilots are instructed to avoid a sharp pull up after finishing, and encouraged to slow down, cool the engine off, and try to get their blood pressure, pulse, and adrenaline back under control before recovering back at Wausau.

In the races I've joined, recovery has always been at Wausau, where the locals put on a really excellent lunch, more (and new) lies are told, and much back slapping takes place. After lunch and at each pilot's

discretion, airplanes head for Oshkosh using the normal NOTAM arrival procedure.

Results

Results are announced the next afternoon in an AirVenture Cup race meeting held in a forum tent. This meeting is always fun, and several well deserved awards are given ... and then the race results are announced, to much cheering, many smiles, and requisite back slapping. Buses are awaiting right outside the forum tents to whisk everyone away to the post race party ... where FREE BEER is served... did you get that? FREE BEER! Now I know you're hooked! FREE BEER!!!

So Why Should I Race?

Racing has turned out to be one of the most fun things I've ever done with my airplane. And it's not just the actual race. Hanging around airplanes that have been fully tricked out for efficiency and speed, along with the pilots who created them is motivation enough. The camaraderie among the racers, though, makes for great, great fun, huge friendships, and time amongst some of the most skilled builders and pilots in the game. The actual race is high adrenaline, game on real time competition, and a thrill for sure.

There are really two classes of racers, and I'm in the second class. The first class are builder/pilots who will do anything, sacrifice greatly, and never quit in the attempt to win. These are the pilots who are forever seeking that last nano-knot of speed improvement. They know exactly who their competition is, and work hard to beat them.

Again, I'm in the second class. I'm flying a big, fat, four seat aircraft in a class where the real competition is those stinking tiny little 200 HP Lancair 360s, Glasairs, etc. It's nearly impossible for me to win, or even place. The fact that I actually won my class this year is an aberration that I still haven't gotten my (swelled up) head around. Even blind pigs find an acorn once in awhile I guess. I race with high certainty that others will be faster, but I wouldn't miss it for the world, because, well, even though I usually wind up getting beat, I still feel the need ... The Need for SPEED!

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Photo: Some guy walking by on the flight line!

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 KRGK. (FAA). You can get authorization to fly into the Minneapolis airspace with this tool: [ADS-B Deviation Authorization Preflight Tool](#)

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.

Editor: Make sure you are current to fly Young Eagles at the EAA Chapter 100 Young Eagles events.

