



EAA Chapter 100 February 2020 Newsletter

<http://eaa100.org>

2020 Chapter Leaders

President
Jim Owens
President@eaa100.org

Vice President
Dwayne Hora
VP@eaa100.org

Secretary
Jeff Hanson
Secretary@eaa100.org

Web Editor / Newsletter
Art Howard
Webmaster@eaa100.org

IMC Club Director
Jim Owens—to handle future e-mails only
IMCClub@eaa100.org

Program Director
Jim Owens
ProgramDirector@eaa100.org

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

Flight Advisor
Dave Nelson
FlightAdvisor@eaa100.org

Young Eagles Chairperson
Dwayne Hora – Co-Chair
Jim Owens – Co-Chair
YoungEagles@eaa100.org

Treasure / Tool Coordinator / Hangar
Gordy Westphal
Treasure@eaa100.org
ToolCoordinator@eaa00.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.

President Reflection

-- Jim Owens

Hello Aviation enthusiasts,

I'm happy to report the maiden flight of "Flight Following: An exercise in ADM" was well received. The ADM February meeting is February 12th, please consider joining us. We will be discussing fog covering part of the runway. Our March calendar has an out of town breakfast opportunity, ADM, a marine A-6 pilot, and an and AOPA seminar. It is exciting to see a number of events on our March calendar.

A number of articles and online groups have discussed rising insurance rates on the horizon. Please investigate your options, the news is pretty ominous that it will impact the cost of flying, especially experimental aircraft. One tip I found was to present your case to your agent or underwriter of what makes you a low risk. Committing to yearly flight review may be very helpful for your insurance profile.

Thanks,

Jim

An update on the EAA Chapter 100 calendar:

-February 12th, 7pm Byron, Flight Following: An exercise in ADM. Topic- airport partially obscured by fog

-February 14th Hangar flying (Valentine's day) ****CANCELLED****

-March 7th, Cedar Rapids Iowa airport, 7:30am to 11am, 'Flight to End Polio' benefit breakfast. Proceeds go to an around the world flight in a Piper Lance to promote the campaign to end polio. No ramp fees, \$10 breakfast- this is not an EAA Chapter breakfast, additional details are still being worked out

-March 11th, 7pm Byron, Flight Following

-March 13th, 7pm Dodge Center AD build (maybe the Owens hangar) Retired Marine Colonel Robert Nasby (Dick Fechter's brother-in-law) A-6 intruder pilot will present his career experiences with aircraft carrier operations. If you are interested in coming, please send an email to ProgramDirector@eaa100.org If we have more than 25 participants we will move it to the

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Secretary Comments

-- Jeff Hanson

EAA Chapter 100

Here are the meeting minutes from the last meeting:

Meeting Minutes 1-10-20

1. Meeting began with the Pledge of Allegiance at 7:00 PM - 10 members present.
2. Jim opened the meeting with discussion on the EAA B-17 tour visit in July. After discussion with RST, it was decided that the Chapter would decline hosting EAA's B-17 since it appears that the CAF will be bringing in numerous aircraft later in August and two warbird visits in one summer is too much. Jim will contact EAA and let them know.
3. Members discussed whether or not there was interest in trying to schedule an RST control tower tour. Joe Fishburn is also going to contact MSP Center about trying to schedule a tour there as well. (*Editor: Logistics prevented a large group tour of the RST tower.*)
4. The chapter will be sponsoring an AOPA safety seminar at TOB on 3-16-20 - please plan to attend.
5. General discussion of member's recent flying / building activity followed.
6. Meeting adjourned at approximately 8:30 PM.

Respectfully submitted,
Jeff Hanson

EAA Chapter 100 Dues for 2020

You can pay your EAA Chapter 100 dues for 2020 at the next Chapter meeting. Please bring \$10.00 to the next meeting. If you cannot make the meeting you can mail your dues to:

EAA Chapter 100
Gordy Westphal
2337 12 Ave NW
Rochester, MN 55901

In case you missed this fun article on AVwebFlash

-- Dick Fetcher

They Shall Not Pass

[Paul Berge](#) (he is good)

January 18, 2020



It might've been old flight-school technology, but the unsung weather tool, HIWAS, is no more. The NOTAM announcing its passing read like a heartless obituary: "...outlet decommissioned Jan 8, 2020-permanent." Permanent. So cold for a reliable friend that, frankly, few of us understood. HIWAS means (meant), Hazardous In-Flight Weather...um, something, something; its purpose in life to broadcast impending meteorological doom over a scratchy VOR frequency, back when pilots used VORs. While vexing to student pilots and quaint to anyone with Foreflight, test-makers must've loved HIWAS.

Those who ask, "Why do we have to know this stuff?" face the unassailable retort, "Because it might be on the exam." I've memorized (and taught) buckets of use-

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Notices to Airmen (NOTAMs) Modernization Updates

-- Federal Aviation Administration

Whether you are a seasoned pilot or new to the aviation community, NOTAMs exist to help you access safety-critical information that identifies where you can fly, any issues with departure/arrival airports, and other crucial aviation information.

Key Milestones of the NOTAM Modernization Effort

Federal NOTAM System (FNS):

January 24, 2020, [Pilot Web NOTAM System](#) sunsets and pilots will use [NOTAM search](#) to access all NOTAMS.

1. In June 2020, all other feeds to NOTAM manager will be turned off creating a single technology gateway for entering, processing, and retrieving all NOTAM data.

January 2021, domestic NOTAMS will be in the [International Civil Aviation Organization \(ICAO\) format](#). They'll also be sortable by "Q" codes, improving filterability in NOTAM Search.

In 2022, update of [NOTAM Order 7930.2S](#) to align it with International Civil Aviation Organization (ICAO) requirements will be complete. All NOTAMS in the system will be published in ICAO format, including regulatory/Flight Data Center (FDC) NOTAMS. We will have a single NOTAM repository, with searching/sorting/archiving/filtering capabilities, and with single machine-readable and human-readable formats.

[Aeronautical Data Chart Supplements](#)

Beginning March 2020, we will remove duplicative information found in the Chart Supplements. Please refer to [active charting notices](#) for specific entries being changed or removed.

Airports

- Transition airport managers to NOTAM manager so they can file and cancel NOTAMS through the FNS system.

Cancelation of PERMANENT NOTAMS

- Cancel PERM NOTAMS to reduce the amount of redundant NOTAMS in the system.
- Engage airport managers and provide training materials on when to issue a PERM NOTAM and when to cancel one.

Single Governing Office

- On November 2019, the agency established a single FAA-governing office for NOTAMS and aeronautical information.
- On June 2020, all NOTAMS will be consolidated into a single authoritative source.

In response to the FAA Reauthorization Act of 2018 and the Pilot's Bill of Rights, the FAA is working to modernize the NOTAM system.

It is a phased approach designed to:

- Create a single technology gateway to enter, process, and retrieve all NOTAM data making it easier for pilots, and other users of the airspace, to access safety critical information.
- Improve the presentation of NOTAM information; prioritize or highlight the most important safety information; and optimize data, technology, and processes to help pilots find and retain the most relevant information.
- Ensure U.S. NOTAMS are compliant with standards set by ICAO.

Align the NOTAM and aeronautical information systems under a single governing office with the authority to standardize and ensure compliance with FAA Orders and ICAO requirements.

Editor: The above was take from: <https://www.faa.gov/about/initiatives/notam/>

Editor: Get some good information about flying from EAA® Proficiency365™

<https://www.eaa.org/eaapilots/EAA-pilot-proficiency>

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less stuff just because. The Treaty of Westphalia, for instance, was signed in 1648, so on a flight review I expect pilots to regurgitate that nugget, because that's what testing is all about: Information in and information out with marginal applicability. Passing a written exam proves that you can pass an exam and not that you can think or fly.

Airspace is an ideal testing subject, because no one understands all the minutiae baked inside that regulatory babka. Many pretend to, but sub-clauses dependent upon altitude or a control tower's operating hours will torque any brain. Instrument pilots tend to ignore airspace labels, because once ATC says, "Cleared to..." you plow through whatever airspace is in the way with near impunity.

Years ago, VFR students memorized airspace terms such as Positive Control Area (PCA), Terminal Control Area (TCA) and Airport Radar Service Area (ARSA). In 1993 these descriptors were relegated to the Smithsonian's Airspace Museum in exchange for soulless Classes A, B and C, respectively. Class D airspace replaced Airport Traffic Areas. Class E (General Controlled Airspace) was, and remains, a generally vague expanse of semi-controlled sky with unenforceable cloud clearance rules. As for F? Fuggetaboutit in the USA. And G, the class clown of airspace, was once labeled, "Uncontrolled," as though an exasperated FAA threw up its figurative hands during a pilot/regulator conference and sighed, "We cannot control this! Beyond here be dragons..."

As complicated as airspace was prior to 1993, no one had ADS-B, so scofflaws could get away with transgressions provided they kept their mouths shut, a skill many of us mastered in the Army. ATC might've seen your radar target penetrating TCAs, but unless you called, you'd likely avoid getting pinched. Case in point: Decades ago, while an air traffic controller in California, I was subpoenaed to testify inside a federal courtroom where a pilot was being stretched on the rack for violating the San Francisco TCA (now Class B).

Although guilty, he would've escaped apprehension but made the rookie mistake of calling Monterey Approach,

where I'd been working radar: "...20 north, landing Monterey." I knew nothing of his airspace intrusion 65 miles away. Not that it mattered, because when I identified the aircraft ("Squawk 0402, ident..."), Oakland Center, who'd been tracking the violator, saw the squawk change and called me, asking, "Who's that?" Busted! Call the tower, please.

If you visit the Old Controllers Home in Oklahoma City on Open Mic Night (Thursdays 2100-2300Z), you'll catch retired air traffic controllers well into their kombuchas, regaling ATC cadets with tales of making pilots, "Call the tower," for (pause) "busting my ARSA!" Killer material at the home.

Today, we're tracked from cradle to tomb beneath ADS-B's all-seeing eye of Sauron. It knows our every move and impure thought. Yeah, it makes aviation safer-ish, but I miss some of the old ways. This is where I lean back in my CFI rocking chair, strike a wooden match and relighting my corncob hookah, tell about the time HIWAS saved my arsa.

It was a warm midwestern day with towering CUs building to the west, while I was in the pattern with a student at an "uncontrolled" airport, 20 miles east of my home base. The approaching wall expanded with each down-

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Benson's Airport

— EAA Chapter 745

Coffee and Doughnuts, Benson's Airport (6MN9), White Bear Lake, MN

EAA Chapter #745 Fly-in/Drive-in Coffee and Doughnuts, 9 am – noon, 3rd Saturday of the month at Benson's Airport (6MN9), White Bear Lake, MN. Stop in for some free coffee and doughnuts. Runway is NOT plowed. Kim: 763-503-0161 Airport: 651-429-0315.

We plan to continue doing these every 3rd Saturday of the month.

Benson Airport
5860 Highway 61 N
White Bear Lake MN 55110
(651)-429-0315

EAA Chapter 745

White Bear Lake, Mn

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wind leg, so I tuned in HIWAS and caught a warning of severe thunderstorms moving east with hail the size of kumquats, “Contact Flight Watch for details.” Terminating the lesson, I climbed into my Aeronca Champ for the 20-minute flight home and toward those cumulo-anvils, taunting me like bulls smack-talking Pamplona’s dumbest runner.

In-flight weather radar wasn’t an option, but Flight Watch (EFAS or Enroute Flight Advisory Service) was. On 122.0 MHz (below FL180) pilots received one-on-one airborne weather briefings from real humans. Problem was, in crappy weather every pilot wanted in first, but without calling, you could listen to the briefer describing the offending weather to others on the frequency and glean what you needed.

Any forecast hides the caveat that weather can turn sour, and when that happens, I’ll take whatever help is available, including full retreat. While nosing toward that squall line, it was a distant FSS voice describing what he saw on radar, that allowed me to determine that the approaching line—although ugly—was far enough away and sliding northeast, so I could continue

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Newsletter Editor

-- Art Howard

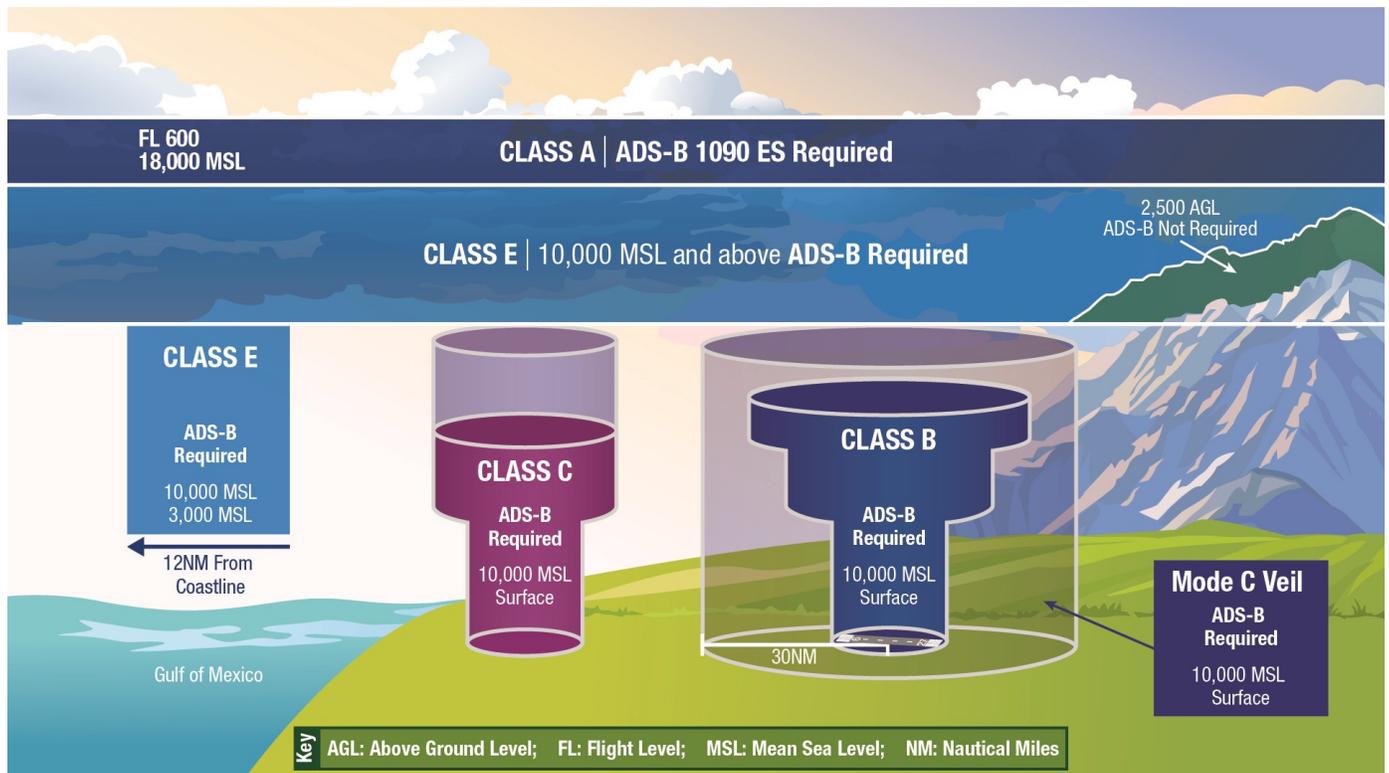
Your Newsletter Editor is enjoying the weather in Black Sound, Green Turtle Cay, Abacos, Bahamas. I have been flying X-Plane to keep my head in the flying experience. We also go sailing, take walks into New Plymouth, and walks on the beach looking for seashells.

The work on the EAA100.org website is complete. If you do a search using Google, type in EAA100.org, it will bring up the new website. The last time I checked, Bing directs to the old website and the new one.

The new web site is friendly for smart phones and tablets. There is a redirect on the new EAA HQ website for chapters, <https://chapters.eaa.org/EAA100>. The website provided by EAA uses information provided to them from the chapter. Take a look at both and let the webmaster at webmaster@eaa100.org know what you think.

Fly safe and fly often! Submissions to this newsletter are welcome from EAA Chapter 100 members. Please send articles and pictures to newsletter@eaa100.org.

Your newsletter editor, Art Howard



Items for Sale

Note: The following e-mail was received for inclusion in our Newsletter:

From: "aabebay@evertek.net" <aabebay@evertek.net>

Sent: Friday, December 6, 2019, 10:20:33 AM CST

Subject: Long EZ Project For Sale

Please forward this information to anyone that my be interested in purchasing a Project. I will no longer be able to get my pilot's license due to medical issues. The URL below will take you to my website that shows most of the components included in the sale. The price is \$3000, but I am open to partial or complete trades (looking for enclosed trailer or SCCA project car), open to all offers, the worst I can do is say no. I can store this project until spring if needed. Please email with any questions, or use the reply box on the website.

<https://longezforsale.godaddysites.com/>

Thank You,

Allen

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.

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without any "There I was" bravado.

Although I fly old, minimally equipped airplanes in defiance of cyber enlightenment, I always want an escape route, because the art of bumping into weather is as old as Odysseus washing ashore on the Isle of Best Intentions (1168 BCE). Humans displaying the hubris to leave the earth face that which is bigger than our egos and contains no sympathy for failure.

As archaic terms such as Flight Watch, HIWAS and Mooney fade from memory they should also drop from exams. Although, Mooney always holds surprises. Here's a tip for check ride prep. Be familiar with TRSA (Terminal Radar Service Area), old-school airspace that exists solely to stump overly confident pilot candidates who dare think they know more than the examiner.

Now, without looking: When was the Treaty of Westphalia signed? Yeah, thought so

Editor: AVwebFlash credit:

https://www.avweb.com/insider/they-shall-not-pass/?MailingID=267&utm_source=ActiveCampaign&utm_medium=email&utm_content=Fuel+Dump+Fallout%2C+SpaceX+Has+Successful+Failure&utm_campaign=Fuel+Dump+Fallout%2C+SpaceX+Has+Successful+Failure-Monday+January+20%2C+2020

(Continued from page 1) - President Reflection

Owens hangar at dodge center (it's heated). -March 16th, 7pm Dodge Center airport hangar, AOPA safety seminar, Pilot Workshop's VFR mastery scenarios.

Side note,

Jewel Ness is in the nursing home, please contact Cheryl Marie Nord via Facebook if you would like to inquire about his ultralight collection.

Thanks,

Jim
