



EAA Chapter 100
March 2019 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.

EAA Chapter 100 Upcoming Events:



See <http://RSTGA.44rf.com> for detailed information on local GA events including EAA Chapter 100 events. Below is a summary of our EAA events.



EAA Chapter 100 Business meeting
Friday, March 8th 6pm (special date)
****FREE FOOD**** Dodge Center Airport
 Jim Owens will grill up some burgers and some spicy beef nacho's



EAA Chapter 100 Hangar flying event
Friday, March 8th 7pm
 (2nd Friday of the month)
 Dodge Center Airport Admin building



IMC Club meeting
Wednesday, March 13th 7pm
 (2nd Wed of the month)
****SPECIAL LOCATION-** Signature support, Rochester airport to see the new RCTC flight simulator



Young Eagles Rally and General Aviation Picnic dates- May 18th and September 7th
 If you plan to fly Young Eagles and are not Youth Protection certified, please do so over the winter. Please consider applying for these now as it takes a while for the

certification authorizations to get back to you. These certifications expire after 3 years. For more information: <https://www.eaa.org/eaa/youth/free-ye-flights/ye-volunteers/ye-volunteer-opportunities/eaa-young-eagles-volunteer-pilots>



AOPA Safety seminar
April 3rd, 2019 7pm
 Dodge Center Airport- south hangar.
 Topic: **Avoiding airborne traffic**

FAA Safety Team | Safer Skies Through Education

Your ADS-B Questions Answered: Get the Facts Here

Notice Number: NOTC8053

Question: Is the traffic information I receive on my ADS-B In system limited if I am not ADS-B Out equipped?

Answer: The answer is ‘yes.’ ADS-B In is a great capability, but it does have limitations that every pilot should understand. The full capabilities of ADS-B In are only realized when aircraft are properly equipped with ADS-B Out transmitting on either of the two approved frequencies, 1090Mhz or 978Mhz.

ADS-B In systems display targets from three sources: same frequency ADS-B (often called link), different link ADS-B through ADS-B Re-broadcast (ADS-R), and from transponder-only aircraft via Traffic Information System – Broadcast (TIS-B). In order to provide your ADS-B In equipped aircraft with the nearby traffic via ADS-R or TIS-B, the FAA ground system has to “know” about your aircraft and the aircraft around you. Your aircraft has to have a properly functioning ADS-B Out system. For TIS-B, your aircraft must be within airspace where surveillance radar is operating and detecting transponder-only aircraft. Now consider the impact on different configurations.

ADS-B In Only Single or Dual Link: If you are equipped with only ADS-B In (no ADS-B Out) and receiving on a single link, say 978Mhz, you can only expect to see nearby traffic broadcasting ADS-B Out on 978Mhz. If you are equipped with only ADS-B In receiving both links (dual link), you’ll be able to see ADS-B Out aircraft on either link directly. However, unless you are in the vicinity of a properly configured ADS-B Out aircraft, you will not receive ADS-R or TIS-B targets (such information will be tailored for the other aircraft, not for yours).

ADS-B In Single Link and ADS-B Out: If you are equipped with ADS-B Out (either link) and receiving ADS-B In on a single link, you will receive traffic on your receiving link directly from the aircraft. When the FAA ground system can see you, you will also receive traffic information on the other link through ADS-R and nearby transponder-only aircraft via TIS-B.

ADS-B In Dual Link and ADS-B Out: If you are equipped with ADS-B Out (either link) and receiving ADS-B In on both links, you will receive ADS-B Out traffic on both links directly, and when the FAA ground system can see you, nearby transponder-only aircraft via TIS-B.

If you are not equipped with ADS-B Out, you are not benefitting fully from the capabilities of the ADS-B system.

Refer to the Aeronautical Information Manual (Chapter 4, Section 5) for more information on these capabilities. www.faa.gov/air_traffic/publications/

Look for us at AOPA Fly-Ins in 2019 – we'll be happy to answer more of your questions.

Don't Get Left in the Hangar. Equip Now!

Questions about equipping? Please see our [FAQs](#) or contact us at adsb@faa.gov.