



# EAA Chapter 100 October 2021 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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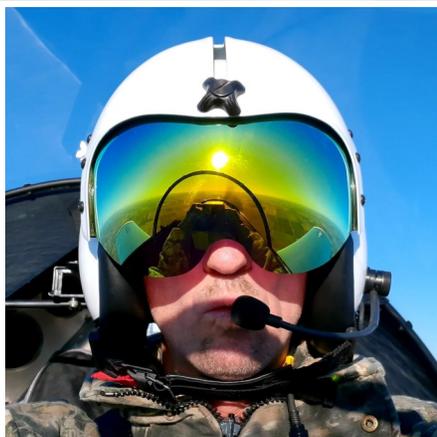
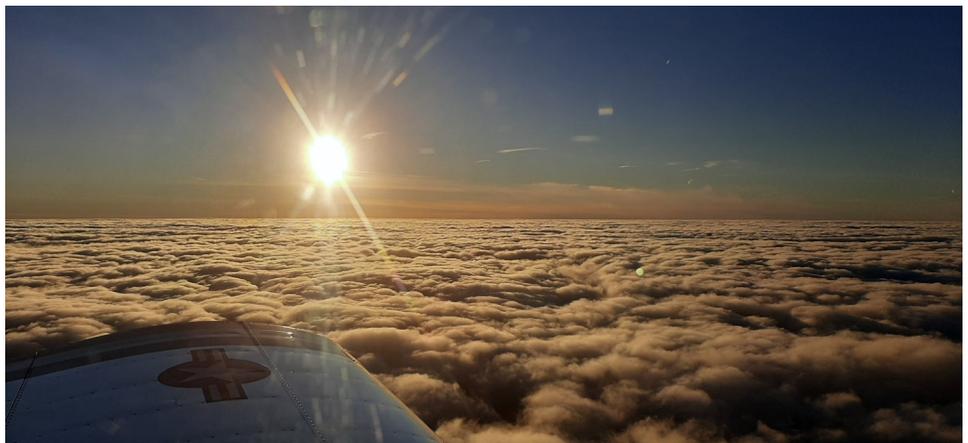
Reader submissions and comments are strongly encouraged.

## Current Chapter Status

– Jim Owens

Hello Aviation Enthusiasts!

After three years with various officer positions in the chapter I am stepping aside and happy to say that Dwayne Hora has volunteered to be the EAA Chapter 100 President (again). Tonight I had a wonderful flight in my Sonex, rewarded with three wonderful landings. The maiden flight of my Sonex was 10-17-2018 and I had yet to replicate the smoothness of that very first landing, until tonight. It is an amazing opportunity that experimental aircraft and EAA provides to our community of airplane lovers. I have dreamed and studied, and some of those dreams have become a reality. Thank you for the opportunity to serve the chapter. As my time has come for a smooth landing, I look forward to Dwayne calling airspeed alive, power set, panel clear, rotate!



(Continued on page 2)



(Continued from page 1) - **Current Chapter Status**

**Editor:** Two items:

1. The pictures on page 1 and this page are from Jim Owens and his flying. He certainly enjoys flying his homebuilt Sonex aircraft.
2. Jim has attached a Cessna Service Bulletin to his e-mail for this newsletter. Here is the URL of the updated Cessna Service Bulletin SB-28-04: [https://support.cessna.com/custsupt/contacts/pubs/ourpdf?as\\_id=54042](https://support.cessna.com/custsupt/contacts/pubs/ourpdf?as_id=54042).

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## Safety Items

-- Richard Fetcher

I think Dan Bass crashed his Mooney a couple miles east of KTOB. He does have a very interesting story to tell with a lot of lessons learned. I encourage anyone who flies our kind of GA airplane to tune in.

Dick

**From:** FAASafety.gov <[info\\_fps=44RF.com@faasafety.gov](mailto:info_fps=44RF.com@faasafety.gov)>

**Sent:** Saturday, October 30, 2021 04:37

**To:** [fps@44RF.com](mailto:fps@44RF.com)

**Subject:** [GL15108545] Surviving Carbon Monoxide In The

Cockpit - [FAASafety.gov](http://FAASafety.gov)

## FAA Safety Team | Safer Skies Through Education

You have asked us to notify you when a webinar is scheduled that meets your criteria. The following webinar may be of interest to you:

### "Surviving Carbon Monoxide In The Cockpit"

Topic: A True Story of Carbon Monoxide Poisoning  
On Saturday, November 13, 2021 at 09:00 Central Standard Time (07:00 PST, 08:00 MST, 10:00 EST, 05:00 HST, 06:00 AKST, 08:00 Arizona, 15:00 GMT)

**Select Number:**

GL15108545

**Description:**

Join us for A VIRTUAL cup of coffee, a donut, and a LIVE WEBINAR as Dan Bass shares his what it was like to experience carbon monoxide (CO) poisoning in the cockpit. Beginning with a nagging headache, and ending with an unintended landing in a cornfield while unresponsive, you will find this story fascinating with many good lessons. Dan will talk about his experience, followed with tips on prevention and recognition of this cockpit hazard. Join us for an unforgettable story!

To view further details and registration information for this webinar, [click here](#).

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## Secretary Comments

-- Jeff Hanson

### EAA Chapter 100

#### Chapter 100 meetings

##### Chapter business meeting 10-5-21

- Meeting started at 7:00 PM.
- 12 members present
- Chapter officer nominations:
  - o President: Dwayne Hora
  - o Vice President: Open
  - o Secretary: Jeff Hanson
  - o Treasurer: Chris Budahn
  - o Newsletter Editor: Art Howard
  - o Program Director: Art Howard
  - o Young Eagles Coordinator: Open
- o Vice President and Young Eagles Coordinator are still open so please be ready to nominate somebody or volunteer yourself for either of these positions.
- o EAA Youth Air Academy Scholarships were discussed. Further discussion will be had at the October chapter meeting.
- o Hangar door repair:
  - o It was brought up that the hangar door motor is blowing the fuse and that the door is difficult to open any time there is a South wind. It was decided to have Wayne contact an electrician to take a look at the motor and either repair it or make a recommendation on the best way to take care of the issue.

Meeting adjourned at 7:45 PM.

##### Chapter hangar flying event 10-9-21

This was our last fly in meeting of the year. Fortunately we had beautiful weather and were able to get the Hatz out for the short flight to TOB. After the meeting let out we flew up Hwy. 14 to inspect the construction pro-

gress. It looks like they're going to make the November completion deadline. As one who makes the trek to Mankato everyday, I sure hope so!

- 11 members were present.
- 3 aircraft flew in.
- Chapter officer nominations were discussed and the list from the business meeting was confirmed.
- A motion was made by Dwayne Hora to offer the Youth Academy scholarship for up to \$500.00. The amount will be made up from Young Eagles flight credits and chapter funds. Art Howard seconded it and the motion passed. Scholarship applicants will need to submit a written essay explaining why they want to attend the camp and how they plan to use it to further their goals in aviation.
- Wayne reported that Marty Electric had come out and fixed the motor portion of the hangar door issues. He also is working on braces for the door that will assist with opening - especially on windy days. Thank you Wayne!
- Gordy, Stan, and Wayne took care of scraping and painting the airport gate posts. This was initially scheduled for the upcoming Monday but weather and time worked out so they got it taken care of. Thank you!

Lastly, thank you to Gordy for providing donuts for the meeting. It was a welcome surprise!

Respectfully submitted,

Jeff Hanson

Chapter Secretary

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(Continued from page 2) - Safety Items

The sponsor for this seminar is: **MN FAASTeam**

The following credit(s) are available for the WINGS/  
AMT Programs:

Basic Knowledge 3 - 1 Credit

[Click here to view the WINGS help page](#)

\*\*\*\*\* Another Safety tip \*\*\*\*\*

[www.cafe.foundation/v2/pdf\\_cafe\\_reports/Fuel%20Handling%20Safety.pdf](http://www.cafe.foundation/v2/pdf_cafe_reports/Fuel%20Handling%20Safety.pdf) .

In my effort to safely do a wgt & bal I ran across a couple of interesting articles and discussions on the Glasairstair forum website.

It reminded me of the static electric issues we had with the A-7's, especially after a cold, dry winter's night flight. Before touching the airplane with their hands, our crew chiefs would make a point of rubbing a wand around the radome to ground the aircraft. The wand was a simple insulating stick (hand grip) connected to about a 2' wire connected to a grounding wire that was, of course, grounded. Sometimes a good size bolt of lightning would spark between the radome and the wand. And sometimes it would go directly to the crew chief. It sounds like that can happen with GA fiberglass airplanes too.

I also remember a refueling mishap where a guy (refueler) was blown off a big tanker truck because of improperly grounding the equipment.

You all be careful out there!

Dick F.

**Editor:** Use the following URL to get another article with good information on how to build the bonding into your composite aircraft; [http://www.contactmagazine.com/Hangar\\_Talk/August-08/Fuel-Tank-Bonding.html](http://www.contactmagazine.com/Hangar_Talk/August-08/Fuel-Tank-Bonding.html)

**Editor:** And then just some fun stuff from Dick Fetcher:

## Hangar Flyin'

From my Brother-In-Law.

Dick

<https://youtu.be/hNVdt5pFfaA>

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# Pietenpol Air Camper

-- EAA

## Pietenpol Air Camper

High Wing – Wood/Steel Tube

### Kit/Plans:

B.H. Pietenpol, the designer of the Air Camper, is deceased. Plans are available for this aircraft from his son:

Andrew Pietenpol  
W10695 566th Ave  
Prescott, WI 54021  
Phone: 715-293-2195

Email: [BHP.and.sons.air.camper.aircraft@gmail.com](mailto:BHP.and.sons.air.camper.aircraft@gmail.com)

Website: [Official Pietenpol Air Camper Family website](#)

Pietenpol Plus Plans available from:

Doc's Piet Shop

PO Box 1001

Neenah, WI 54957

Email: [thepietsshop@gmail.com](mailto:thepietsshop@gmail.com)

[www.docspietsshop.com](http://www.docspietsshop.com)

The "plus" plans include "shop size" 18" x 24" copies of the 1934 series of eight original plans to build the "Improved Air Camper" as drawn by Orrin Hoopman. These are the same plans as sold by Bernard Pietenpol and Orrin Hoopman, and later by Don Pietenpol. Also includes the following supplemental information:

- *Modern Mechanics* steel tube fuselage
- Vi Kapler 3-piece wing center section per BHP design
- Longer wood fuselage for Corvair engine
- Weight and balance sheet for Corvair longer fuselage
- Wing rib layout
- *Modern Mechanics* 1932 wood landing gear
- Corvair engine mount
- Continental engine mount

## Newsletter Editor

-- Art Howard

The flying adventures of your Editor.

October 24, 2021 we left the Red Wing Airport, KRGK, for Cleveland, Tennessee. The first leg saw 1:20 hours of instrument time with a logged instrument approach, RNAV(GPS) RWY 13, into Washington Municipal, Washington, Iowa (KAWG), for a fuel stop and stretching our legs. The next leg was to Vandalia Municipal, Vandalia, Illinois (KVLA) with another 1 hour of logged instrument time. However, an instrument approach was not needed. From there we stopped at Muhlenberg County, Greenville,, Kentucky (M21) before continuing on to our destination of Cleveland Regional Jetport, Cleveland, Tennessee, (KKRZR). Why all the stops. It gives us a chance to pick up lower cost fuel at the county airports and stretch our legs. Also, the pit stop that is needed at the end of all flights!

After visiting my daughter's family for two days, we once again became airborne for a trip to Coastal Carolina Regional, New Bern, North Carolina (KEWN). This was our destination. We had one stop for fuel and pit stop at Darlington County, Darlington, South Carolina (KUDG).

I am also an Editor for WRCC (Water Way Radio and Cruising Club) and it was their annual picnic. We stayed at a Kabin (That is how they spell it.) at the New Bern KOA Holiday campground. We enjoyed old friends, good picnic food, and a campfire.

Soon it was time for the return trip. We retraced our steps, landing at the same airports. I filed for 8,000 feet from KUDG to KRZR but had to descend to 6,000 with a diversion to the south because of the start of rime icing. We could not continue direct to KRZR because of the Appalachian Chain of Mountains. ARTC (Air Route Traffic Control) needs 2,000 foot of clearance from the mountain tops.

We had another stop in Cleveland and then we continued home on Saturday, October 30. There was lots of IFR flying and 3 approaches logged for this flying adventure.

The total flying time was 26:45 hours of pilot in com-

mand time. There was 8:55 hours of logged instrument time. The daylight faded away during the flight back to the Red Wing Airport (KRGK) and I logged 1:25 hours of night flight.

The nice thing about flying my 1962 Piper Cherokee, PA 28-160, is the upgraded instrument panel. It is now considered a TAA (Technically Advanced Aircraft), with the Garmin equipment. The coupled Auto Pilot really takes the pilot workload away. One just monitors the panel to insure all is OK. One of the approaches during the trip was to minimums. The auto pilot flew the approach and I took over for the landing. Very nice!

I experienced a Battery Fault on both G5s. It was cold at 8,000 feet and I had turned off the outside air. The cabin heater and the defroster were both on. This caused a heat buildup behind the panel, Once I turned on outside air, the faults went away. This is a warning to anyone using backup batteries during the winter months. Insure you keep them cool!

The ship date on the new engine remains at November 8. I am sure looking forward to the new engine.

Everyone, please fly safe this coming winter season, if you go out to the "cold" airport and a "cold" airplane. I plugged the TANIS heater in this past week, just to keep the engine warm when I want to go flying.

Please send me your pictures, articles, and any items of interest you would like to share with our chapter members.

Fly safe and fly often.

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*(Continued from page 4) - Pietenpol Air Camper*

- Full size wing rib drawing to make rib

The first Air Camper drawings were published in Modern Mechanics and Inventions magazine and are still in reprint in EAA's "1932 Glider and Flying Manual".

### Engine Notes:

Bernard Pietenpol designed the Air Camper (2-place) and Sky Scout (1-place) to be powered with Model "A"

*(Continued on page 6)*

## Items for Sale

*Editor:* Please send me a description and photo, if you have one, and I will place your for sale item here.

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*(Continued from page 5) - Pietenpol Air Camper*

and "T" engines, he also used Corvair engines. His designs have been powered with many other engines.

Model A engine contact:

Ken Perkins

1480 North Mart-Way Drive

Olathe, KS 66061

Telephone: 913-764-6949

William Wynne

The Corvair Authority

5000-18 Hwy 17 #247

Orange Park, FL 32003

Corvair engine info can be found at <http://www.flycorvair.com>.

### Manuals:

The 1932 Flying and Glider Manual has information on the Pietenpol Air Camper and the Ford motor conversion. Stock # 21-14170. The 1933 Flying and Glider Manual has information on the Pietenpol Seaplane Floats, stock #21-14171. The other 1929,1930 and 1931 Flying and Glider Manuals have good information but nothing on the Pietenpol. These manuals are available from EAA 800-843-3612.

### Video:

Michael Cuy, Berea, OH, has a video that he sells on the Pietenpol Air Camper. E-mail is: [michael.d.cuy@grc.nasa.gov](mailto:michael.d.cuy@grc.nasa.gov) or go to website: <http://users.aol.com/bpabpabpa/cuyvideo.html>

EAA video on Pietenpol gathering at AirVenture, "70 Years of the Pietenpol Air Camper".

### Clubs/Associations:

Brodhead Pietenpol Association

2424 American Lane

Madison, WI 53704

608-443-2408

## 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. September was canceled. Hopefully, this event will occur next year.

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Website: <http://www.pietenpols.org>

International Pietenpol Association

Robert L. Taylor, Editor

P. O. Box 127

Blakesburg, IA 52536

Telephone: 515-938-2773

*Editor:* The above is from the EAA Website: <https://www.eaa.org/ea/aircraft-building/kits-and-plans/m---q/pietenpol-air-camper>.

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