



EAA Chapter 100 January 2024 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.

January Meeting

– Dwayne Hora

January 12th meeting will be held at KTOB, no host.

Agenda to be generic standard:

- Pledge of Allegiance
- Welcome Visitors
- Reports | As available
- Secretary's Report
- Treasurer's Report
- Committee Reports
- Hangar
- Breakfast
- Flight Advisor/ Tech Counselor
- Old Business
- Young Eagles
- New Business
- Builder reports
- Adjourn

The next EAA Chapter 100 meeting is at 7:00 pm on Friday evening, January 12 2024.

The meeting location is at the Dodge Center Airport Admin Building (KTOB)



Thank you,
Dwayne Hora
EAA Chapter 100
President

New Video Focuses on Aviation Phraseology

-- FAA Safety Briefing

Aviation has a unique language designed to ensure effective communication between pilots and controllers. Understanding and using these words and phrases properly is vital for avoiding errors and maintaining safety. For example, "roger" is not a clearance or an appropriate response to a yes or no

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A Note from the Treasurer

-- Chris Budahn

Hello EAA 100,

It's that time of year again where I have to ask for your membership dues. The dues are only \$10. Please be sure to keep your EAA national membership account current as well. This can be done at www.eaa.org. If you haven't already given me your national membership number, please submit that with your dues payment. We use a roster management tool that links to your national membership. This allows us to keep track of things you have done on the national level such as Youth Protect training or background checks that are necessary for participation in the Young Eagles program.

You can mail me payment, or bring it to the next chapter meeting.

Thanks,

Chris Budahn
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507-438-1130



Homebuilders Week

-- EAA

Homebuilders Week – Online Event Starts January 22

An online opportunity to learn about building your own aircraft

By Charlie Becker, EAA Homebuilt Community Manager

Homebuilders Week is an online opportunity to carry on the founding mission of EAA by sharing as much knowledge and information about building your own aircraft as possible in five days. We start on Monday, January 22nd, 2024, and end on Friday, January 26th, 2024. Each day, we offer six live webinars back-to-back, starting at 11:30 am central time and running every hour and a half until the last session at 7pm central. The sessions are live and allow time for questions. To sign up for the sessions, visit www.EAA.org/HomebuildersWeek

The topics cover a wide variety of areas of interest to anyone curious about building their own aircraft. We try to make sure there is something for everyone, whether you are just considering the idea of building an aircraft, are knee deep in a project or getting ready for test flying. We even have EAA president Jack Pelton lined up on our anniversary date, January 26th, to talk about EAA's Advocacy efforts on behalf of the homebuilt members.

EAA Homebuilders Week coincides with the anniversary of the founding of the Experimental Aircraft Association in 1953. We have come so far since that first EAA meeting. Back then, information on homebuilding was sparse and hard to come by. I know that if our founder, Paul Poberezny, was still with us, he would give us a big thumbs up for this effort to support the homebuilder.

EAA Homebuilders Week is made possible through the generous sponsorships of Aircraft Spruce & Specialty Co., Dynon, and Scheme Designers, Inc.

Visit www.EAA.org/HomebuildersWeek to sign up.

Editor: The Homebuilders schedule is on page 4.

Secretary Comments

-- Jeff Hanson

Here are the minutes from the December meeting:

- Meeting was held at Chris Budahn's shop.
- 18 members were present.
- No old or new business was discussed.
- Chris gave a very interesting talk on ATC along with a tour of his shop and RV project. Thanks Chris for the presentation and hospitality.
- Meeting adjourned at 7:50 PM.

Great food and social time.

Respectfully submitted,

Jeff Hanson

Chapter Secretary

(Continued from page 1) - New Video Focuses on Aviation Phraseology

question; it only means that the transmission was received.

A new video in the FAA's popular *From the Flight Deck* series discusses phraseology and what you might encounter when operating on the surface of an airport or preparing to land. The video covers ground terminology, including standby, go ahead, hold short, monitor, taxi up to and hold short, continue, and line up and wait. It also reviews airborne phrases like cleared to land, cleared low approach, cleared for the option, go around, and continue.

Check out the video for yourself at [faa.gov/flight_deck](https://www.faa.gov/flight_deck) to learn more about what a pilot may hear from a controller and what it really means.

Editor: The url: [faa.gov/flight_deck](https://www.faa.gov/flight_deck) has lots of videos. I set the background URL to the video that is talked about.

Approach Control (TRACON), or en-route center. Certification varies from 18 to 24 months, depending on the airspace complexity.

Like the certification process for many highly skilled professions, air traffic control requires rigorous training. Not everyone who applies or enters the process will be ultimately successful.

The COVID-19 pandemic forced the FAA to close its academy for six months in 2020 and pause on-the-job training at facilities for almost two years.

FAA Hits 1,500 Controller Hiring Goal for 2023

-- FAA Safety Briefing

The FAA has hired 1,500 air traffic controllers and met its 2023 goal needed to continue rebuilding its training pipeline. The agency also announced that by late August, it had approximately 2,600 controllers being trained at facilities across the country. Many of these controllers are already certificated to safely work some air traffic positions as they continue training on others.

New controllers start their career journey at the FAA's academy in Oklahoma City. After graduating, they relocate to one of the FAA's hundreds of air traffic facilities. There they begin training to become certified on specific airspace positions for that facility, Terminal Radar

FAA Homebuilt Fatal Accidents Down 28 Percent

-- AVweb

The Experimental Aviation Association (EAA) says the number of amateur-built fatal accidents dropped by 28 percent compared to the previous year.

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Homebuilders Week Schedule

January 22 - 26, 2024

To sign up: EAA.org/HomebuildersWeek

Time CST	Monday 1/22/24	Tuesday 1/23/24	Wednesday 1/24/24	Thursday 1/25/24	Friday 1/26/24
11:30-12:45	Building an Aircraft: What You Need to Know Charlie Becker	Composite Construction Basics Mark Forss	Amateur-Built Certification Process Joe Norris	Lies, Darned Lies, and Homebuilt Accident Statistics Ron Wanttaja	EAA Advocacy Update: Top Homebuilding Issues and the Impact of MOSAIC Jack J. Pelton, Sean Elliott & Rob Hackman
1:00-2:15	Wiring Basics Dick Koehler	The Nuts and Bolts of Nuts and Bolts Kerry Fores	Building on the Cheap Ron Wanttaja	Lycoming Engine Installation Dave Prizlo	Working With Wood 101 John Egan
2:30-3:45	Welding Basics: Gas & TIG Charlie Becker & Tracy Buttles	Fabric Covering Basics Nate Hammond	Buying a Used RV Aircraft Vic Syracuse	Sonex Aircraft and AeroConversions Products Mark Schaible	Zenith Aircraft Kits & Plans Sebastien Heintz & Roger Dubbert
4:00-5:15	Sheet Metal Basics Jim Scott	Factory-Built to Homebuilt: What's the Difference? Tom Charpentier	Advanced Flight Systems Rob Hickman	Garmin Experimental Avionics Solutions Brad Brensing	Scratchbuilding From Plans: 90% Done and 90% to Go! Marty Feehan
5:30-6:45	Panel Planning and Wiring Marc Ausman	Dynon Avionics Michael Schofield	Flight Testing 101 Paul Dye	Propeller Selection for Homebuilts Steve Boser	Latex Paint: A Low-Cost Alternative Malcolm Morrison
7:00-8:15	Rotax 9 Series Installation & Operation Phil Lockwood	Painting Your Plane: DIY or Use an Expert? Craig Barnett & Ken Reese	Engine Break-In Mike Busch	Van's RV Aircraft Kits Greg Hughes	Common Builder & Maintenance Errors Vic Syracuse

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Newsletter Editor

-- Art Howard

Winter flying is here with all its challenges. I just completed a trip to Tennessee to see my daughter's family. The trip down was uneventful. The trip back was delayed to stay out of sever icing predictions. Then there were stronger head winds for the flight back, so I decided to make it a two day trip to avoid a 9 plus hour flying day.

Departed Cleveland Regional Jetport (KRZR) on Saturday, December 30 for Carmi Municipal, (KCUL) for an overnight stop. A nice warm weather flight and VFR except for an overcast with less than 5 minutes of IFR leaving KRZR. Took the courtesy car into town to the Carmi Motel overnight.

Departed KCUL the next morning and got between layers fairly quick. However, the weather kept getting colder the farther north I flew. I started between layers that were close together. The let down into Ingersoll (KCTK) saw the plane picking up rime ice. Refueled and departed KCTK for Red Wing Regional Airport (KRGK). I was IFR most of the way but above a lower layer. Even saw the sun briefly! The letdown into KRGK was a challenge, however. I did a timed approach to the RNAV(GPS) Rwy 27 Initial Approach Fix (ZAMLU) to keep my time in the clouds to a minimum. Even so, I picked up about 3/8



inch of rime ice fairly quickly.

I kept the approach speed about 90 knots to just before touchdown on runway 27, since there is 5,000 foot of runway for landing. Everything worked remark-

able well. I still made the first turnoff, since I deployed the flaps during landing and touched down nicely at just above stall speed.



Just a word of caution. Beware of winter ice!

We are heading south for about 6 weeks so will not be at the next meeting. We should be in Florida where it's a lot warmer!

See you around the patch.

I need more articles from the membership. Please send your articles and pictures to alhowar@attglobal.net.

(Continued from page 3) - *FAA Homebuilt Fatal Accidents Down 28 Percent*

During the FAA's 12-month period, which concluded Sept. 30, 2023, there were 28 fatal accidents in amateur-built aircraft—down from 39 fatal accidents in the previous year. Additionally, experimental category aircraft saw a nearly 30 percent decrease in fatal events compared to the prior 12-month period.

While the accident rate per flight hour data will not be available until the FAA releases its general aviation survey next year, EAA says the total number of accidents over the past year in experimental aircraft reached a historic low.

"The activity data is necessary to paint the full picture, but the initial indications are very positive indeed," said Sean Elliott, EAA's vice president of advocacy and safe-

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Fly-in Event Websites

The following are websites to use to look for fly-in activities:

<https://www.dot.state.mn.us/aero/events/flyins-and-events.html>

<https://wisconsindot.gov/Pages/doing-bus/aeronautics/trng-evnts/flyins.aspx>

<http://www.moonlightflight.com/>

<https://www.socialflight.com/search.php>

If you know of any others, please send the link to me at:

alhowar@attglobal.net

(Continued from page 5) - FAA Homebuilt Fatal Accidents Down 28 Percent

ty. "It shows a continuing trend toward safer operations, even as total hours flown increase. It reminds us that safety is an ongoing journey that always needs the highest attention of our flying community."

According to the association, "the homebuilt fatal accident total has been cut by nearly half over the past 15 years, from 598 in the period from 1998-2007, to 338 from 2014-2023."

Editor: From [AVweb](#) by [Amelia Walsh](#) Published: October 14, 2023 Updated: October 15, 2023.

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.

