



EAA Chapter 100 March 2025 Newsletter

<http://eaa100.org>

2025 Chapter Leaders

- President
Dwayne Hora
President@eaa100.org
- Vice President
Ken Chase
VP@eaa100.org
- Secretary
Open
Secretary@eaa100.org
- Treasurer
Chris Budahn
Treasurer@eaa100.org
- Web Editor / Newsletter
Art Howard
Webmaster@eaa100.org
- IMC Club Director
Art Howard
IMCclub@eaa100.org
- Program Director
Art Howard
ProgramDirector@eaa100.org
- Technical Counselor
Wayne Trom
TechCounselor@eaa100.org
507-374-6245
- Flight Advisor
Dave Nelson
FlightAdvisor@eaa100.org
- Young Eagles Coordinators
Ashleigh Wempe
Richard Fugate
YoungEagles@eaa100.org
- Tool Coordinator / Hangar
Gordy Westphal
ToolCoordinator@eaa100.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.

This publication by EAA Chapter 100, Inc. is for the use, education and occasional enjoyment of its members and others. No claim is made for the accuracy or applicability of information herein. Editorial content is the opinion of the contributor not necessarily the position of either EAA Chapter 100 or the Experimental Aircraft Association.

Reader submissions and comments are strongly encouraged.

March Meeting

– Dwayne Hora

The February Chapter 100 meeting will be held February 14 at 7pm in Tim Argo's basement. Address is in the red box to the right.

Meeting agenda as follows:

- Pledge of Allegiance
- Welcome Visitors
- Reports | As available
 - *Secretary's Report
 - *Treasurer's Report
- Committee Reports
 - *Hangar
 - *Young Eagles
- Old Business - **We STILL need a Chapter Secretary!**
- New Business
- Flight Advisor/Tech Counselor
- Builder Report - Tim Argo
- Adjourn

The next EAA Chapter 100 meeting is at 7:00 pm, Friday, March 14, 2025, at Tim Argo's shop in his basement at 817 Miller Lane SE. Stewartville, MN.

Thank you,
Dwayne Hora
EAA Chapter 100
President



A Note from the Treasurer

-- Chris Budahn

Hello EAA 100,

In 2024 we had 35 dues paying members. This is a significant decline from what we had in 2023. It is that time of year to collect dues again. It is only \$10. This gives you access to the chapter's tools, ensures you get the newsletter, and helps keep the chapter alive. Thank you to everyone who has, and continues to, contribute to this chapter's legacy.

Chris Budahn
Treasurer
EAA Chapter 100

Editor: Please send your \$10.00 dues to:

Chris Budahn
6525 County 30 BLVD
Kenyon, MN 55946
507-438-1130



FAA final rule adds clarity to training rules

-- General Aviation News

By BEN SCLAIR

The FAA released its final rule, effective Dec. 2, 2024, which brings long-awaited clarity to flight training regulations in response to issues raised by the 2021 Warbird Adventures case.

This decision affects pilots, flight instructors, and aircraft owners, especially those operating limited, experimental, and primary category aircraft.

The Warbird Adventures case drew attention to the ambiguity surrounding flight training in special airworthiness certificate aircraft. In 2021, the U.S. Court of Appeals upheld an FAA emergency cease-and-desist order, ruling that providing paid flight instruction in a Curtiss P-40 Warhawk without an exemption violated FAR 91.315.

The court's interpretation of flight instruction as "carrying a person for compensation" sparked widespread concern across the aviation community.

"This was a wake-up call for the aviation community," said Justine A. Harrison, the Aircraft Owners and Pilots Association's General Counsel, in a 2021 analysis. "It created uncertainty about what the FAA considers flight instruction versus carrying passengers for hire."

The new rule allows flight training, testing, and check rides in limited, experimental, and primary category aircraft without requiring a Letter of Deviation Authority (LODA), provided certain conditions are met:

- Instructors cannot provide both the training and the aircraft.
- Aircraft cannot be advertised or offered for flight training.
- Any compensation for the use of the aircraft must be limited to expenses owning, operating, and maintaining it.

(Continued on page 3)

Secretary Comments

-- Open

Editor: The February meeting was canceled because of a snow storm. There are no secretary Comments

Note: The EAA Chapter 100 Secretary position is open. Someone needs to step up to this important position.

(Continued from page 2) - FAA final rule adds clarity to training rules

- Only individuals essential to training are permitted on board.

These exemptions are expected to reduce administrative burdens while expanding access to training. Pilots conducting training in their own aircraft, for example, will no longer need to obtain a LODA.

The rule also aligns FAA regulations with Congressional directives to allow logging of flight time in public aircraft operations, such as firefighting or law enforcement missions, toward certification and recency requirements.

CFIs gain new flexibility under the rule. They are now authorized to conduct elective and specialized training, such as up-set recovery or mountain flying, without needing a specific endorsement requirement. However, the rule enforces stricter boundaries to prevent operations that blur the line between training and air tour.

The rule also addresses lingering questions about recent flight experience, offering clearer guidelines for pilots and instructors.

Key clarifications include:

- Instructor-Student Relationship Exclusion from Passenger Status: Flight instructors and students are not considered passengers to one another. This allows a student to act as pilot in command (PIC) during training flight even if they do not meet the recent flight experience requirements for carrying passengers under FAR 61.57(a) or FAR 61.57(b).
- Specific Training Scenarios for Recency: Pilots who need to regain recency of experience, such as night

landings or instrument approaches, may do so during flights with an instructor onboard without requiring additional passengers, ensuring compliance while focusing on skill recovery.

- Applicability Across Aircraft Types: These changes apply broadly across aircraft types covered under the new rule, including limited, experimental, and primary category aircraft, ensuring consistent treatment of recent flight experience requirements in these unique operational contexts.

The FAA's final rule marks significant progress in resolving the regulatory un-certainty stemming from the Warbird Adventures case. By balancing access to specialized training with safety requirements, the rule promises a smoother experience for pilots, instructors, and aircraft owners alike.

FAA.gov

Editor: The above article is from General Aviation News URL: <https://www.dropbox.com/scl/fi/bqktoj95zj1kaug7ktjr7/General-Aviation-News-2025-01-23.pdf?rlkey=u66i2m9vtod2cofod4ikrgxzv&e=1&dl=0>

A Guide in the Dark

-- FAA

Much as we might enjoy flying at night, we're clearly not built for it. We're visual creatures and more specifically we're daytime visual creatures. That's not to say we can't operate at night, we're just at a disadvantage when compared to other creatures that are better equipped for the task. Because of this, there are some additional concepts and ideas we need to be familiar with before we venture off into the night. This magazine issue is a good place to start, but one of my favorite FAA resources, the *Airplane Flying Handbook* (AFH), is a wonderful place to make sure you're covering all your bases. Specifically, Chapter 11 covers the ins and outs of night operations from a variety of angles.

(Continued on page 4)

(Continued from page 3) - A Guide in the Dark

The Eyes Have It

The first area of focus, no pun intended, is the eyes. Aviation is a visually intense activity, and darkness plays an outsized role in night flying, so understanding how your eyes work is important. One example of how anatomy makes a difference in the night environment is in the composition and arrangement of the structures in the retina. The retina is essentially the “sensor” portion of the eye that receives the light coming in from the world and translates that into a signal to the brain. The retina contains two different kinds of photosensitive



cells that help you see in color during high light conditions (cones) and greyscale in darker conditions (rods). The cones are concentrated in the center of the eye while the rods are in the surrounding area. This leads to a shift from the center of your field of view towards the peripheral as light conditions decrease.

And that’s just one small piece of information about night vision that could be critical to your night flying. You’ll find more in the AFH.

Illusions, Airplanes, Lights, and More

The AFH also provides a quick refresher on things like the visual illusions you are likely to encounter at night. You can find a more detailed and entertaining explanation in our feature “Your Senses in The Shadows” in this issue. The same is true of the regulatory requirements for pilots and aircraft (“Vampire Rules” article in this issue) for a quick brush-up, but the AFH is a good reference for more detail.

An area we have less coverage on in this issue is airport and navaid lighting. Airport lighting is critical for night operations to replace the visual references that are missing at night. While airports may have different lighting arrangements depending on their size and scope of operations, knowing the differences can be helpful in

identifying the correct airport and runway. You’ll find that in the AFH too.

Step by Step

Last but not least, Chapter 11 of the AFH concludes with a step-by-step guide to night flying broken down by phase of flight. It discusses tips relevant to each phase, like a thorough review of weather information as part of preflight planning since the dark conditions will make it harder to avoid clouds if you’re flying VFR. Another good tip regarding takeoff is to increase your scan of the altimeter and vertical speed indicator at night to compensate for the reduced visual references. During the day it’s easy to see that you’re climbing, but at night it can be less clear, especially if the departure path is over water or open ground without lit structures.

Whether you’re a student pilot just starting out, a rusty pilot getting back into the game, or an experienced active pilot, the AFH offers an excellent base to work from. However, it’s by no means an exhaustive resource on night operations. As the articles in this issue prove, there is certainly more to say than just what appears in this relatively brief chapter. However, while the chapter’s brevity offers its own advantage for a quick refresher, be sure to seek out other resources. Whether they are other FAA handbooks, online courses, or trade press articles they can allow you to expand your nighttime knowledge.

James Williams is FAA Safety Briefing’s associate editor and photo editor. He is also a pilot and ground instructor.

Editor: The above article is from the January/February FAA Safety Briefing magazine URL: <https://www.faa.gov/newsroom/safety-briefing/januaryfebruary-2025-faa-safety-briefing>.



Newsletter Editor

-- Art Howard

I picked up my new airplane (newly painted old N5438W) from Park Rapids Aviation on Thursday, March 6, 2025. Did a good preflight and then flew off to Bemidji to visit my cousin and have lunch. From there I flew to Detroit Lakes to visit my brother and stay overnight.

I can tell I have not been flying for awhile. Just a little rusty and I am working on getting my proficiency back.

I have included some pictures of the project. Yes, I do feel a lot lighter in the bank account. Ouch!

Another item of interest for chapter members. I am working on our website and transferring content from my site to the EAA site. You will find this newsletter at URL: <https://chapters.eaa.org/ea100/newsletters>. EAA HQ has set it up so all chapter have a web site.

Someone please come forward and volunteer for the Chapter Secretary position. This is an important function but does not take a lot of time.

See you around the patch.

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



In the hanger at Park Rapids Aviation.



On the ramp overnight at the Detroit Lakes Airport. Proud owner of the new aircraft (old N5438W) with a new paint job.



In the hanger at Park Rapids Aviation.



Waiting to go flying from the Detroit Lakes Airport to Red Wing Airport on Friday, March 7, 2025. The blanket and Tanis heater are really nice for an overnight on the ramp in cold weather.

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



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.

