



EAA Chapter 100 December 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.

President Reflection

-- Jim Owens

2019 was a good year for EAA Chapter 100:

- A fair increase in participation in the monthly meetings
- Pancake breakfast went very well. Purchasing the tables and the coffee pots REALLY helped
- Fall Young Eagles Rally inspired 195 area youth to have an interest in aviation
- Nick Fancher's generous support of the Young Eagles rally, including his facility, helped tremendously.
- Chapter picnic was well attended and with great food. Thanks, Dwayne Hora

2020 goals:

- Increase participation in chapter events
- Introduce a new program in place of our IMC club. See below
- Pancake breakfast vision planning. We have a number of people playing vital roles and are operating at a minimum crew level- we need more volunteers

Here is my (Jim Owens) proposal to replace the monthly IMC meeting.

There are some challenges with the EAA provided IMC club:

- The scenarios that EAA Corporate has provided for the IMC club seems to have grown weak.
- EAA Corporate requires a CFI to attend meetings. Derwin and Joe Fishburn indicated they could help but not commit to being at every meeting.
- Are the attendees driven by earning Wings credits?

I'm looking for input if this should be an EAA chapter event or something I do on my own and invite area pilots and interested people?

I am volunteering to create a new program VERY similar to the last AOPA seminar at Dodge Center that used the Pilot Workshops VFR mastery series. The advantage with this is it provides a CFI answer to help with liability.

Program name of "Flight following: An exercise in Aeronautical Decision Making"

I called Pilot Workshops and asked if they had any concerns with using a scenario each month for group discussions. They responded that they support this use as long as: the source of the material is referenced and only use one

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CRM: The Magic of Using All Available Resources

--by Susan Parson, FAA Safety Briefing Editor

Early in my FAA career, I was scheduled for an “initial CRM” training course at the Mike Monroney Aeronautical Center in Oklahoma City. I love learning new things and, as friends and relatives have wryly observed, connecting anything to aviation will always get my attention and usually sustain my interest. Even so, I confess I wasn’t expecting a lot from the course; formal training in organizational settings can sometimes be ... dry.

That three-day course turned out to be anything but dull. On the contrary, it was an eye-opening session that still ranks high on my list of most interesting/effective courses. Right from the start, we found that the excellent instructors had designed a nice mix of guided discussion and hands-on sessions in the facility’s flight training device (FTD). Most of us were anxious to get to the FTD part of the course. Having endured way too many courses with way too many of those contrived “table team” exercises, my group was also groaning (almost, but not quite, out loud) when we were herded into teams for one of “those” activities.

The. Best. Exercise. Ever.

As it happens, that event was probably the thing I remember most vividly, and I often recount it even now as among the best of the best. Here’s how it unfolded.

The instructors gave each person a sheet of paper with a story about some event. We each got a second piece of paper with some questions about what we had just read. On the surface, the task seemed like second-grade stuff and, since everybody’s narrative was the same, why did we have to do the table-team thing? Being a speed reader, I zipped through part one and dove into the questions in part two. The first three were a snap. The fourth ... hmm. I guess I need to reread the narrative. But — and you see what’s

coming, right? — nothing in the paper I held offered anything that would let me answer that question. I got question five, but questions six through eight were like the fourth ... I didn’t have that information.

By this time, the table was populated by puzzled people restlessly fidgeting with those sheets of paper. Given our ages, it was clear that all of us had been thoroughly schooled in the fading (I hope) “do-your-own-work/asking-others-is-cheating” exhortation we constantly heard from our primary school teachers. We all suffered in silence until one of our group tentatively asked whether anyone else had found the name of the city. The floodgates opened. We realized that while the narratives all looked identical at first glance, each one contained subtle differences — nuggets of information not given to any other person in the group. No single individual had the full story, so it was impossible to complete this simple assignment without contributions from each and every person on the team.

There wasn’t any need for an extensive debriefing on this exercise, because the lessons were so obvious. It emphatically and unforgettably brought one of the fundamental concepts of CRM to life: no single human being has the full picture, and every single person has something useful to contribute to developing it. Working with other people to assemble a complete picture is not cheating; on the contrary, you cheat yourself if you fail to take advantage of all available information needed for safe operation.

Rising from the Ashes

The necessity of good CRM for pilots and mechanics also seems perfectly obvious, but it wasn’t always so. Books (e.g., Robert Gandt’s *Skygods*; Arthur Hailey’s *Airport*) and movies (e.g., *The High and the Mighty*) set in the so-called golden age of commercial aviation are replete with vignettes about the all-powerful “skygod” captains of the day. The role of the first officer — then more commonly called the co-pilot — was to obey the captain’s “gear up and shut up” commands without question. The role of the cabin crew was to bring coffee and meals to the flight deck. No one dared contravene the captain’s dictates, even

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to provide essential safety information. The predictable result: lots of smoldering wreckage and far too many lost lives.

The phoenix of CRM first began rising from those ashes in the 1950s, when British RAF and BOAC pilot David Beaty wrote a book called *The Human Factor in Aircraft Accidents*. But it wasn't until the late 1970s — and yet another tragic accident — when the principles Beaty espoused found their way into an NTSB recommendation. In that same timeframe, NASA psychologist John Lauber, an expert in cockpit communication processes, first used the term “cockpit resource management.” The essence of the initial CRM approach was to encourage first officers to question their captains if they had concerns about some aspect of the flight.

Sadly, it took one of history's most fiery crashes, the 1977 Tenerife disaster, to raise CRM from a mostly unpracticed principle to a full-fledged program. United Airlines became the first air carrier to provide CRM to its flight deck crews in 1981, a concept expanded to flight attendants a few years later. CRM — by then known as “crew resource management” — had become the global standard by the 1990s, not just for pilots and flight attendants but also for air traffic control and maintenance. Recognizing that the core concepts and practices of CRM are applicable and beneficial well beyond aviation, other sectors (e.g., maritime, firefighting, medicine) have also adopted forms of CRM.

Making It Fly for You

Descriptions vary, but most formal definitions of CRM include the following:

- CRM is a system that uses all available resources to promote safety.
- CRM is concerned with the cognitive and interpersonal skills needed to manage resources within an organized system, not with technical knowledge and skills.
- CRM aims to foster a climate or culture where

authority may be respectfully questioned.

CRM training thus emphasizes communications, situational awareness, problem solving, decision making, and effective teamwork.

It can be challenging to master these skills, which may require significant changes in personal habits, interpersonal dynamics, and organizational culture. This challenge is especially acute in hierarchical sectors such as aviation. Both tradition and regulation give full authority to the pilot in command, who must be trained to understand and accept that questions and observations are not a threat to his or her final authority.

This necessity is no less true when two GA pilots are flying together. Regular readers might recall a Postflight department article called “Pilot2” in the March/April 2018 issue of this magazine. I recounted the story of flying with a pilot friend who had a dismaying habit of “helping” me by, for example, changing trim or flap settings without even telling — much less asking — me first. A presentation by John and Martha King helped greatly by offering tips on how two GA pilots can peacefully co-exist and, as appropriate, share duties in the confined space of the cockpit. The fundamental idea is that the pilot in the right seat always addresses the pilot in the left seat as captain and provides objective information with no personal pronouns. For example, “you're getting too slow!” is forbidden. Instead, the right seat occupant might say, “Captain, airspeed is decreasing.” The captain similarly avoids personal pronouns with a response such as, “Noted; correcting.” If the situation isn't resolved, the next transmission might be something like, “No correction noted.”

While developing the initial version of the Civil Air Patrol's National Check Pilot Standardization Course a few years ago, I came across another CRM technique that can work well in a GA setting. A CRM expert named Todd Bishop developed a five-step process that uses assertive statements encompassing both inquiry and advocacy:

1. **Get attention** — Address the individual by name or title.

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2. **State your concern** — State what you see in a direct manner while owning your emotions about it. “I’m concerned that we are low on fuel.”
3. **State the problem as you see it** — “I don’t think we have enough fuel to fly around this storm.”
4. **Suggest a solution** — “Let’s divert to another airport and refuel.”
5. **Obtain agreement (or buy-in)** — “Does that sound good to you?”

Perhaps the single most important CRM step you can take in GA is the first one: a thorough pre-flight discussion that clearly establishes roles (e.g., who is PIC), responsibilities, and expectations. Knowing who has that role is very important if something goes wrong, but the more fundamental reason is safety. So, if you are the PIC, state that before you go to the airplane. Tell your pilot companion what kind of assistance you do (and do not) want. If you are the guest of the PIC, make no assumptions. Ask whether and how you can assist. Stick to terms you establish but make it clear to the PIC that you will use one (or both) of the techniques presented here to communicate any concerns and help ensure a safe flight.

Susan Parson (susan.parson@faa.gov) is editor of FAA Safety Briefing and a Special Assistant in the FAA’s Flight Standards Service. She is a general aviation pilot and flight instructor.

Editor: This article was originally published in the November/December 2019 issue of FAA Safety Briefing magazine.

The world of homebuilt aircraft — officially known in the United States as Experimental Amateur-Built Aircraft — has existed as long as powered flight. Even the Wright brothers were homebuilders, since they didn’t rely on a factory to construct their airplanes. They, like the homebuilders of today, used their own abilities and craftsmanship to construct safe and efficient flying machines.

Your New Newsletter Editor

-- Art Howard

Let me introduce myself. Many already know who I am, but for those new to the Chapter, this is for you. Dick Fetcher and Jim Owens have turned over the reigns to the newsletter editor to me. Many years ago I was the Newsletter editor for our chapter. Over the years, I have held positions of President, Vice President, Secretary, Treasure, and Newsletter editor. I have come full circle!

My last Chapter position was as Secretary/Treasure before I left on my 35 foot ketch sailboat, Samana, from the Lake City Marina, Lake City, MN and motored down the Mississippi River and into the Gulf of Mexico where the sails were set. In the ensuing years, we cruised the Gulf of Mexico on the east side, Mexico, Belize, Guatemala, Bahamas, Dominican Republic, Puerto Rico, US Virgin Islands, British Virgin Islands, and down the Eastern Caribbean as far as Trinidad and Tobago.

Currently we are snow birds, spending the spring, summer and fall months in Lake City, Minnesota. Our winter sailing is confined to Florida and the Bahamas. When in Minnesota I spend a lot of time flying my Piper Cherokee, PA 28-160, N5438W. A flight breakfast is always nice, flying to our Chapter meetings at Dodge Center Airport from Red Wing Airport where I now keep the Cherokee when I am in Minnesota.

When we left on the sailboat, in 2007, my Cherokee had all steam gauges. Dwayne Hora flew it for those years. When I came back, the world of aviation had progressed to GPS and the 2020 mandate for ADS-B. All the old Narco gear was removed and new Garmin electronics installed. The current configuration of the Cherokee has a GTN650 for GPS navigation, 2 G5 electronic flight instruments, and Garmin autopilot. I also fly with an iPad and Foreflight for an Electronic Flight Bag. This is all a far cry from when I left to go sailing and was using paper charts and VOR navigation when flying. The world of aviation has changed considerable over the last 12 years.

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A recent series of flights in October took us to the East Coast and a flight through the Washington, DC Metropolitan Area Special Flight Rules Area.

To fly in the DC SFRA , the General Aviation Pilot needs to complete a course. The web page is: <https://www.faa.gov/gslac/ALC/courseLanding.aspx?CID=405>

Successful completion of this course fulfills the regulatory requirement for special awareness training on the Washington DC Special Flight Rules Area (SFRA) for pilots flying under VFR within 60 nm of the DCA VOR/DME. Revised 03/29/2018

The next stop was at FFA Airport. This is the First Flight Airport, Kill Devil Hills, North Carolina, where Orville and Wilbur Wright first flew a powered aircraft. I walked along the flight area and visited the museum.

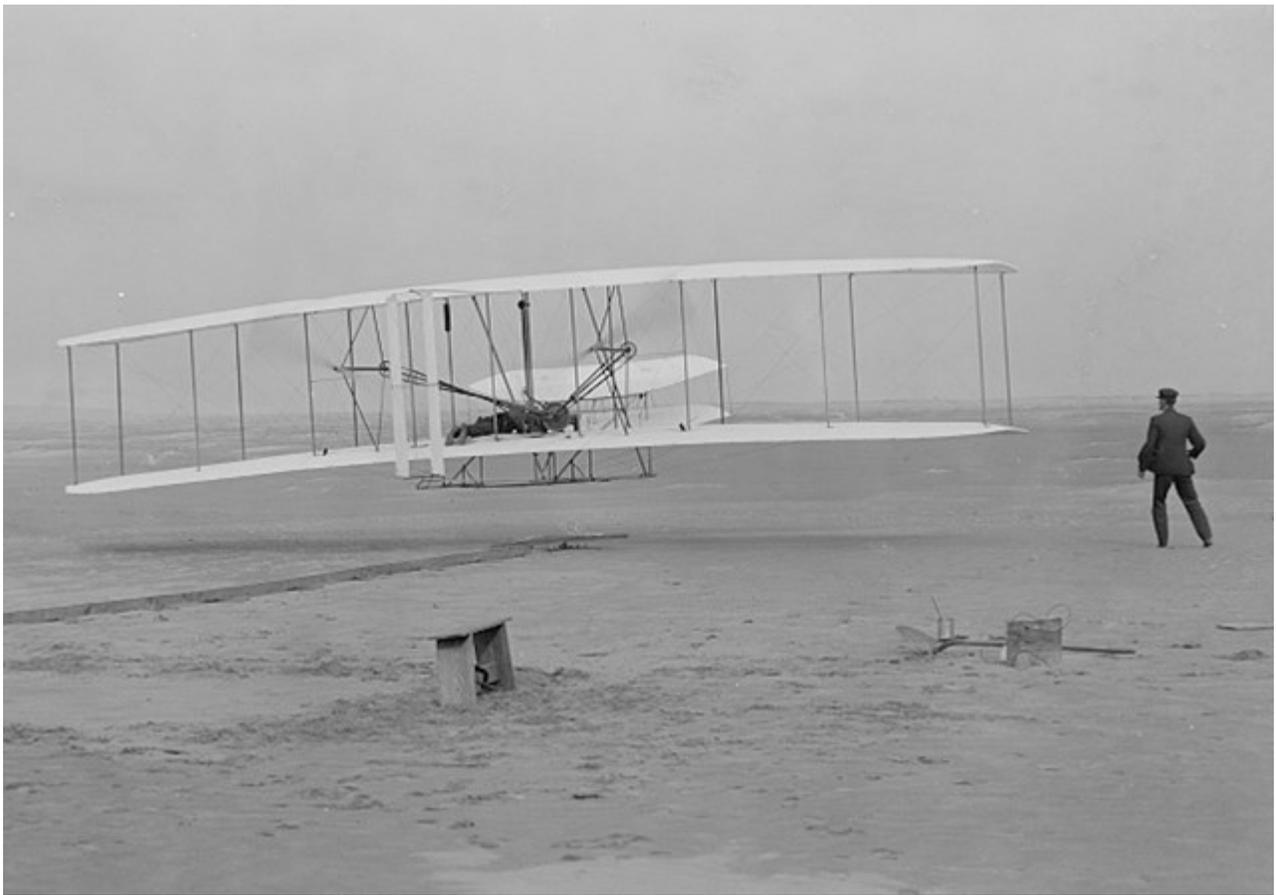
For anyone interested in aviation and its roots, this is a wonderful stop. There is a building, with rest rooms and a pilot lounge, next to the runway where I landed that was built with AOPA money.

Several flying trips to Tennessee to visit a daughter and one trip to Colorado Springs to visit my son resulted in a lot of flying the past 12 months. I logged over 222 hours and now have over 4055 hours of logged time.

Your newsletter editor,.....

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.



First homebuilt aircraft flies! The Wright Flyer at Kill Devil Hills, Kitty Hawk, North Carolina

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scenario a month.

Local guests speaker presentations of real flight scenarios will also be used.

Dick has talked with our regional FAA person, and the FAA person supports this.

The FAA person thought the program could grow rapidly with the RCTC program participants included. The downside to a larger group is it may make it less likely people will offer their input during the interactive discussion.

Thanks,
Jim

Chapter elections at last meeting, Friday, November 8, 2019: Jim Owens (President, Young Eagle co-chair), Dwayne Hora (VP and Young Eagle co-chair), and Gordy Westphal (Treasure). Jeff Hanson (Secretary), Art Howard (Website and Newsletter) and has asked for content and input from all members.

Meeting dates: The seasonal dates for our Member Meetings:

- Second Friday, 7 pm, from Nov. through April,
- Second Saturday mornings, 9 am, from May through Oct.

Young Eagle rally dates: May 16th and Sept 19th

Chapter picnic: Sunday, Aug. 9th.

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 on Friday, December 13, 2019. If you cannot make the meeting you can mail your dues to:

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

MEDICAL FACTS FOR PILOTS

The FAA has released a new broacher on Medications and Flying. It has a "Do not Fly List" and "Side effect concerns of frequently used OTC medications". It also has a "Do Not Issue list" meaning the AME will not issue a medical certificate if you are taking the listed medications.

Do Not Fly list

In addition to the medications on the Do Not Issue list, pilots should not fly while using any of the medications or classes/groups of medications listed below without an acceptable wait time after the last dose. These medications may cause sedation (drowsiness) or impair cognitive function, seriously degrading pilot performance. This impairment can occur even when the individual feels alert and is apparently functioning normally - in other words, the pilot can be "unaware of impair."

- Allergy medications
- Muscle relaxants
- OTC dietary supplements
- Pain medications
- Pre-medication or Pre-procedure drugs
- Sleep aids
- Any medication, prescription or Over the Counter (OTC) that carries a label precaution or warning that it may cause drowsiness or advises the user "be careful when driving a motor vehicle or operating machinery."

Provided by Aerospace Medical Education Division, AAM-400

Editor: This is a direct link to the FFA brochure:

https://www.faa.gov/pilots/safety/pilotsafetybrochures/media/Meds_brochure.pdf

Or the AOPA brochure:

https://www.aopa.org/news-and-media/all-news/2019/november/18/faa-lists-otc-go-no-go-medications?utm_source=ebrief&utm_medium=email

The General Aviation email news had this: [Video: ATC Behind the Scenes](#)

By General Aviation News Staff

A controller discusses multiple topics including ATC training, the 2020 ADS-B mandate, emergencies, flight following and much more. Pretty nice "Tour", ATC control video for those of us that haven't had a tower tour. About 25 minutes. **Jim Kleinwort** jrklein@myomnitel.com