



EAA Chapter 100 December 2022 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.

December Meeting

– Dwayne Hora

Reminders:

Next Chapter meeting is on Friday, December 9, at 7 pm at the Dodge Center Airport Admin Building.

Officers elected at November meeting:

Chapter President: Dwayne Hora

Vice President: Ken Chase

Secretary: Jeff Hanson

Treasurer: Chris Budahn

We have 2022 officer awards to distribute.

Brad Anderson will present findings on “Chapter apron/ t-shirt / sweatshirt” purchase, Open discussion on what to purchase.

Dwayne Hora
EAA Chapter 100
President



A Note from the Treasurer

-- Chris Budahn

Editor: Dues are coming due for next year. We usually pay our dues at the November or December meetings.

So far I have 18 people who have submitted dues for next year.

Chris Budahn
EAA 100 treasurer
507-438-1130

Editor: You can mail your dues to:

Chris Budahn
6525 County 30 BLVD
Kenyon, MN 55946



7 Tips for Winter Flying

-- Sporty's Flight Training Central

Editor: This is just an excerpt. For the complete article, please click the URL:: <https://flighttrainingcentral.com/2022/11/outsmart-winter-with-these-cold-weather-flying-tips/>.

November 14, 2022/in Tips and technique/by Bret Koebbe

The winter flying season is officially here, which means we have a new set of challenges to deal with while flying in sub-freezing temperatures. Flight training doesn't need to stop in the winter though; in fact the colder months provide some great opportunities to expand



your knowledge on weather and aircraft operations in less than ideal conditions. There are other benefits too, including improved aircraft performance and nearly unlimited visibility on clear days.

Here are some winter weather tips to consider as the temperature gets colder:

1. **Always carry winter weather gear** – This first tip may seem like common sense, but I can't stress enough the importance of carrying cold weather gear when the temperature gets below freezing. Most modern training airplanes provide a comfortable, warm cabin up in the air, even as the temperature approaches 0° F outside. This can cause a false sense of security and lead you into thinking

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Secretary Comments

-- Jeff Hanson

EAA Chapter 100

Chapter 100 meetings

Here are the minutes from the November meeting:

- 13 Members present
- Chapter Elections were held. Art Howard made a motion to accept all positions as-is. Brad Anderson provided the second. The motion passed. 2023 chapter officers will be: President - Dwayne Hora, Vice President - Ken Chase, Secretary - Jeff Hanson, Treasurer - Chris Boudon.
- Chapter apron / t-shirt / sweatshirt discussion. Brad brought in samples of each. Gordy Westphal made a motion to order 30 of the blue aprons for use at the flight breakfast. Dave Griggs provided the second. The motion passed. Brad will check into online store options with the vendor to see what is available.
- Chapter library discussion. Gordy and Stan brought a recommendation and plan to build a new cabinet to take the place of the existing file cabinet and table. Art made a motion to move forward with a \$1,200.00 budget. Chris Boudon provided the second. The motion passed.
- Free water discussion. It was discussed to provide bottled water for free to transient pilots at TOB. Dan Crandall made a motion to proceed. Jeff Hanson provided the second. The motion passed. Brad agreed to continue to manage the program.

Respectfully submitted,

Jeff Hanson

Chapter Secretary

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that you may not need the extra clothing layers, gloves, hats, etc. But you have to always be prepared for an emergency landing, which could leave you in cold conditions for hours or even days. And the most important piece of cold weather gear? A cell phone of course.

2. **Don't rule out frost after you land** – Most flight schools and aircraft owners are very conscious about frost forming on the airplane when left out on clear nights when the temperature is close to or below freezing. If your flight needs to get out early in the morning, the airplane should be hangared overnight and pulled out just before departure. There's another time when frost can sneak up on you though, causing a delay if you're not prepared. Let's say you takeoff just before sunrise and head to another airport not too far away to visit the airport diner. When you come back to your airplane 30 – 60 minutes later, there's a good chance you'll find a fresh layer of frost on the wings and tail.
3. **Practice takeoffs and landings on contaminated runways** – Just because the runway at your airport has residual snow or slick spots doesn't mean you have to cancel your flight lesson. In fact, ask any Alaskan bush pilot and they'll probably tell you that landing on snow-covered runways is the norm ra-



ther than the exception in the winter. After a winter storm passes you'll want to wait for the airport

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maintenance crew to clear the majority of snow from the runway. Then determine the braking action from the published NOTAM or from airport officials, which uses numerical Condition Codes to identify the conditions. A value of 6 means a dry runway, going to a 1 or 0 for slush and ice-covered runways ([read more about Condition Codes here](#)). If you and your instructor determine runway and braking conditions are suitable, continue on with your lesson. You'll quickly learn the importance of speed control on final approach and how to make real-world use of the soft-field takeoff and landing techniques. Just be sure to taxi at slower than normal speeds and keep an eye on the wings when maneuvering near tall snow banks.

4. **Review cold weather procedures for your aircraft** – There's probably a good chance you haven't reviewed your aircraft's cold weather normal and emergency procedures since last year (unless you had an FAA pilot checkride over the summer). I like to make it a habit each fall to pull out the POH for each aircraft I fly and review cold weather starting limitations, normal procedures and emergency checklists pertinent to cold weather ops. You should commit to memory temperature and battery limitations, starter duty cycle limits and the first few items in the checklist for an engine fire during start.
5. **Recognize aircraft and engine limitations in cold weather** – When the temperature is below freezing you'll want to be more cautious about how you operate the aircraft engine. A good procedure is to avoid making sudden power changes as temperatures drop below 20°F and below. This means staying away from maneuvers like touch-n-gos, simulated engine failures and stall recoveries when the temperature is that cold.
6. **Call ahead for cold-weather airport service** – This tip is one to remember during your entire flying career. If you're making a cross-country to another airport in the winter months and need some type of service from the FBO, call ahead first to verify it will be available. Don't assume that because a particu-

lar FBO is at a large airport that they will have hangar space, engine pre-heat or other cold-weather ser-



vice instantly available to you.

7. **Make reports about the conditions you experience** – In my flying experience, the best weather reports don't come from the National Weather Service, but rather from the pilots currently in the air and reporting the weather conditions they're experiencing. These pilot reports (PIREPs) will provide you with actual temperatures aloft, cloud coverage and tops, and turbulence and icing reports, all packed into just a few lines of data. As an instrument pilot in the winter, I pay close attention to the icing reports (or lack thereof) to help determine cruise altitudes and where there might be moisture-free air between cloud layers. Make it a point to contribute to the system and relay your flight conditions to ATC when time permits. And don't get in the habit of *only* making PIREPs when you experience unfavorable conditions – some of the most useful PIREPs are the ones describing flight above the cloud layers in smooth air.

FAA Safety Tip

-- faasafety.gov

Batteries

Wet cell batteries require some special consideration during cold weather. It is recommended that they be kept fully charged or removed from the aircraft when parked outside to prevent loss of power caused by cold temperatures and the possibility of freezing.

Newsletter Editor

-- Art Howard

Winter flying has arrived. I flew on Sunday, November 20, 2022. There was a temperature inversion. At 4,000 feet, it was 4 degrees C, and the wind was about 30 knots from the west. The wind was not that strong on the ground and it was from the south west. Nice cross-wind landing on runway 13 at Rochester Airport (KRST). I picked up Dwayne Hora and we flew to Albert Lea (KAEL) for supper at the Pizza Ranch. We landed on runway 23 with the wind from 230 at 7 knots. Nice! It is short walk from the airport. Just had to be careful of the ice on the roadway and the parking lots!

The return flight to Rochester had a nice tailwind and then a crosswind landing at KRST, since runway 02/20 has a NOTAM for closed.

Had a good night flight back to Red Wing (KRGK) and landed in calm winds on runway 27. The wind was blowing 30 knots from the west at 3,000 feet, so I like to land to the west in those conditions. I find that a headwind on downwind and tailwind on final approach until almost at the surface messes with the final approach. It just makes the pattern work much easier for me instead of having a tailwind on most of the final to the calm wind runway.

Jean and I then flew to Cleveland Regional Jetport (KRZR) in Tennessee to spend Thanksgiving with my daughter, Kristy, and her family. On the flight back to Red Wing on Sunday, we saw a wind of 55 knots from 259 degrees at 4,000 feet! The low was off to the northeast and was really strong. Fortunately, it was a side wind since our track was 324 degrees. We had a crab of 31 degrees for awhile before the wind from the west subsided as we flew farther north. We landed at Red Wing after dark. For all the wind, the flight was very smooth with two logged instrument approaches. Red Wing was VFR.

I have another news item. I passed the FAA Flight Instructor Airplane (FIA) exam on November 10 and the FAA Fundamentals of Instructing (FOI) exam on November 17. Then Venture North Aviation, LLC, Cloquet, MN (KCOQ) accepted me into their 5 day CFI and 5 day CFII

courses with a start date of February 27, 2023. If all goes well, I should have my CFII mid March, next year. I expect to be challenged!

Stay safe with the ice on the runways, taxiways, parking lots, and around the hangars. Taxi slow and keep a careful watch for icy spots. No sudden moves! Fly this winter and see how well the airplane performs.

See you around the patch.

Please send articles and pictures to me at:

alhowar@attglobal.net.

FAA and Airports Get Ready for Winter Weather

-- FAA

Thursday, November 18, 2021

As winter weather approaches, the FAA is working with airports to make sure airport operations remain safe. These winter preparations are the subject of the [Preparing for Airport Winter Operations video](#) and [CertAlert No. 21-06](#), both of which help airports and aviation stakeholders get ready for winter weather.

Snow and ice control are often a complex, dynamic, and demanding endeavor. It requires vigilance and a heightened sense of awareness by all stakeholders. The video and the CertAlert highlight the importance of communication and operational best practices. They also provide airport operators and stakeholders key points of awareness during winter operations. This includes essential training to deal with deteriorating or changing conditions, reduced visibility and overall situational awareness, such as receiving runway clearance before removing snow and ice.

Airport operators should share the CertAlert and video to help airport employees and others better prepare for winter operations and its associated challenges.

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In addition to safety resources, the FAA provides funding to support winter operations at the nation’s airports through the [Airport Improvement Program](#). These grants pay for snow removal vehicles, plows, snow blowers, deicing equipment and snow melters. Grant funding also may be used to construct, modify, or expand snow removal buildings to house the equipment. In 2021, 100 airports received a total of \$64.8 million for snow removal equipment.

Editor: The URL for this article is: <https://www.faa.gov/newsroom/faa-and-airports-get-ready-winter-weather>

Editor: The airspace depicted below shows where you need ADS-B out. There is a lot of airspace where you **do not need** ADS-B out, including KRGK. (FAA). You can get authorization to fly into the Minneapolis airspace with this tool: [ADS-B Deviation Authorization Preflight Tool](#)

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.

