



EAA Chapter 100 January 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.



How Grapefruit can Cause Fatal Aviation Accidents

-- Dick Fetcher

Editor: I received this in an e-mail from Dick Fetcher. Interesting read!

From: Think Aviation <sarah@thinkaviation.net>

Sent: Wednesday, November 25, 2020 08:01

To: dt@44rf.com

Subject: [SAFETY ARTICLE] How grapefruit can cause fatal aviation accidents

Greetings, Aviators!

I know! Grapefruit can cause accidents? I'm not going to tell you how. I want you to read this article about drug interactions from the FAA's Safety website. It's fascinating.

In 42% of fatal accidents, the pilots tested positive for drugs/medications. I suspect many of them had no idea they were impaired.

It doesn't matter if you are on any medications right now, [read this article!](#) There may be a time where you're on prescription medications and over the counter medications at the same time.

You need to know how to ask the right questions.

It is extremely well written and informative. Check it out:

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[Avoiding Adverse Drug Interactions](#)

That's it for this week! Smarter pilots know how drugs interact with each other.

Sarah Fritts

P.S. While you're at it, sign up for the [FAA's Safety Briefing](#).

P.P.S. Looking for more advanced help? Check out these resources:

[NOTAMs Made Easy Course](#) (a comprehensive course designed to help you master NOTAMs forever)

[Decode NOTAMs, METARs, and TAFs](#): The Complete Acronym guide (searchable PDF with all acronyms)

[Fly Smarter and Safer](#): Tips from military pilots to help you succeed in the sky (PDF book)

[Instrument Pilot's Survival Guide](#) (Kindle ebook on Amazon. [Download the Kindle app](#))

Secretary Comments

-- Jeff Hanson

EAA Chapter 100

Chapter 100 meeting 12-11-20

December meeting minutes:

- 11 chapter members and 4 guests were present.
- One aircraft flew in (Art Howard - from Red Wing)
- A small amount of chapter business was discussed including:
 1. the purchase of a laptop and printer (mainly for Young Eagles events),
 2. the chapter hangar door has been fixed,
 3. and dues were collected from members present.

After that, a good amount of hangar flying was enjoyed by all including discussion of "the impossible turn" and getting a look at the fruits of Art Howard's summer of flying the Minnesota airport circuit including the leather jacket, cap, and flight bag.

Respectfully submitted,

Jeff Hanson

Chapter Secretary

SwitcheOn

-- Dick Fetcher

AOPA Live introduced members to "SwitcheOn" for warming up items – like engines – in hangars. <https://switcheon.com>. Years ago we had something like this for the Glasair, but this one looks much better with better options. 2 plugins for \$200 and 4 plugins for \$300 then only \$50/year (Plus RPU's charge at RST, and maybe a Tanis heater plus install).

Dick Fetcher

FPS@44RF.com

(507) 272-5099 (talk or text)



Novel Coronavirus (COVID-19) Update

-- FAA

Editor: Please stay up to date on the FAA Regulations regarding the COVID-19 vaccinations.

12/12/2020

Pilots and Air Traffic Controllers May Receive Pfizer COVID-19 Vaccine, with Appropriate Precaution

WASHINGTON — Following the Emergency Use Authorization from the U.S. Food and Drug Administration for Pfizer, Inc.'s COVID-19 vaccine, the FAA has determined that pilots [may receive the vaccine](#) under the conditions of their FAA-issued airman medical certification. FAA Air Traffic Controllers, who are subject to FAA medical clearance, may also receive the vaccine.

To maintain the highest level of safety in the National Airspace System, the agency will require aviation professionals with medical certifications or medical clearances to observe a period of 48 hours following the administration of this vaccine before conducting safety-sensitive aviation duties, such as flying or controlling air traffic.

Because the Pfizer vaccine requires two doses, 21 days apart for maximum effectiveness, this waiting period applies after each dose.

The FAA anticipates taking no additional measures to ensure safety after the initial window for side effects closes. However, the agency's medical professionals will continuously monitor the initial distribution of the novel vaccine and documented clinical results and will adjust these recommendations as needed.

The FAA will evaluate vaccines from other manufacturers as they receive FDA authorization in the coming weeks and months and will advise pilots and air traffic controllers of any waiting periods required for those vaccines.

The FAA applies similar brief waiting periods after administration of other vaccines, including those for tuberculosis and typhoid.

The FAA encourages Americans to receive COVID-19 vaccinations as authorized by FDA. This policy announcement pertains to a specialized group of FAA-certificated professionals who perform safety-sensitive aviation duties.

For more information, please visit the Medical Certifica-

tion page at [faa.gov](https://www.faa.gov).

Page last modified: December 12, 2020 12:37:30 PM EST

<https://www.faa.gov/news/updates/?newsId=96258>

12/19/2020

Pilots and Air Traffic Controllers May Receive Moderna Vaccine, With Appropriate Precautions

WASHINGTON — Following the Emergency Use Authorization from the U.S. Food and Drug Administration (FDA) for Moderna's COVID-19 vaccine, the FAA has determined that pilots may receive the vaccine under the conditions of their FAA-issued airman medical certification. FAA Air Traffic Controllers, who are subject to FAA medical clearance, may also receive the vaccine.

To maintain the highest level of safety in the National Airspace System, the agency will require pilots with medical certifications or air traffic controllers with medical clearances to observe a period of 48 hours following the administration of each dose of this vaccine before conducting safety-sensitive aviation duties, such as flying or controlling air traffic.

The required waiting period applies to those holding an Airman Medical Certificate issued under 14 CFR Part 67 or a Medical Clearance issued under FAA Order 3930.3C.

Because the vaccine requires two doses, 28 days apart for maximum effectiveness, the waiting period applies after each dose. The Pfizer vaccine, which was approved last week, requires two doses 21 days apart, but the waiting period after each dose applies to both brands.

The FAA anticipates taking no additional measures to ensure safety after the initial window for side effects closes. However, the agency's medical professionals will continuously monitor the initial distribution of the novel vaccine and documented clinical results and will adjust these recommendations as needed.

The FAA will evaluate vaccines from other manufacturers as they receive FDA authorization in the coming weeks and months and will advise pilots and air traffic controllers of any waiting periods required for those vaccines. *Editor:* to see the rest of the article please click on the link below.

Page last modified: December 19, 2020 10:56:27 AM EST

<https://www.faa.gov/news/updates/?newsId=96302>

Winter Flying for Airplanes and Pilots

-- Hal Bryan

Editor: This is from EAA, November 15, 2018, [website](#)

As the first snows fall here in Wisconsin and the temperature drops well into the low double-digits, it's time to think seriously about winter flying. In this part of the country, storms tend to move through the area, so, between blizzards, you get a lot of beautiful days of blue sky and unlimited visibility. And this is not to mention the improved performance that all of that nice, dense, dry air brings with it.

I've lived in Oshkosh for several years, but I've done most of my 30 years of flying in places with much milder winters; so, when I wanted some tips about cold-air aviation, I sat down with EAA's Flight Training Manager Joe Norris, a longtime pilot and CFI who regularly flies year-round. It was a good discussion, and we came up with a few tips to make sure both airplane and pilot are well-prepared.

The Pilot

Any time we fly, we have to consider the possibility, no matter how remote, of an off-airport landing. On a nice and sunny summer day, landing in a field somewhere could often be simply inconvenient, with the biggest problems behind you once you safely get out of the airplane. In the short and bitter cold days of winter, that inconvenience could quickly turn in to a legitimate survival situation, so keep that in mind as you plan your route.

So, what do you bring with you? Well, there are the obvious common sense things like a jacket, hat and gloves, a survival blanket, some food and water, a fire starter of some kind, and a multi-tool like a Leatherman or a Swiss army knife. A dedicated tool for cutting seatbelts and shoulder harnesses is a good idea, as is another one for breaking your way through a cracked or jammed canopy.

You should think about a backup battery and/or a solar or hand-cranked charger for your cellphone, or, if you're flying in a really remote area think about investing in a

satellite phone or messenger device. Signaling devices are smart, too, like a mirror, chemical light sticks and maybe a flare gun. There's a company that makes a giant reflective streamer, billed as a passive signaling device that looks promising as well.

Don't Forget Your Feet

Some pilots are pretty particular about what kind of shoes they wear in the cockpit, but thin, light shoes that are great for rudder pedals are terrible for hiking back to civilization. Get a decent pair of boots, and do some practice taxiing and pattern work in them before you head off on a mid-January cross-country.

Don't Bring It – Wear It

The most important thing about what you bring isn't what you bring — it's where you put it. That multi-tool doesn't do you any good if it's in the baggage compartment and you need it to help extricate yourself from the cockpit after an off-airport landing. Get a jacket, or at least a vest, with lots of pockets, and keep the things you might need most on your person at all times.

Remember the bush pilot's maxim: "If you're not wearing it, it's just camping gear."

The Airplane

As much as airplanes love to fly in cold air, the oil in your engine isn't wild about it. As temperatures drop, the oil gets thicker and more viscous, and it becomes much harder to circulate it through the engine. The fact that metal components of the engine itself will contract, even slightly, in the cold can compound the problem, especially in areas of already close tolerances. Because of these things, we need to think about warming the engine and keeping it warm.

A Heated Hangar is a Happy Home

The best thing you can do to prepare your airplane for winter flying is to keep it in a heated hangar. If you're planning a winter cross-country and need to overnight along your route, try to make arrangements for a hangar, even if it costs a few bucks. If the airplane does end up outside overnight, be sure to check for frost. The rule of thumb for frost is this: if you can see it or feel it, you need to remove it. Brush it off with a broom, or get the airplane into a heated hangar for even half an hour

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or so. And remember that there might be moisture in places you can't see, so be sure to carefully check for full control travel, inspect your wheels and brakes, etc. And while you're looking at the wheels, check your tires — cold temperatures bring low tire pressures.

The Engine Deserves a Blanket Too

If you're going to a fly-in or for a \$100 hamburger and the airplane is going to sit out in the cold for a few hours, bring an engine blanket and install it after you park. This will trap some residual heat and slow the engine cooling considerably. Not only that, if you do end up off-airport, an engine blanket actually makes a great mini-shelter if you just pop your head through the hole where the prop normally goes. You'll look silly — not to mention warm, happy, and alive.

Warm it Up Before You Start it Up

Preheating the engine is an option as well, and is generally advised when the temperature is less than about 45 degrees F (7 degrees C). While some airplanes that are regularly used in cold weather may have electric preheaters built in, it's more common to find a gas-fired or electric preheater. Some of the electric ones have thermostats and/or timers and can be safely plugged in the night before you fly, and some people have developed remote triggers where they can send their preheater a text message and turn it on or off remotely.

In a pinch, an engine blanket and trouble light with an incandescent bulb can help warm things up. Using carb heat while the engine is warming up can help incrementally, too, but bear in mind that carb heat air isn't usually filtered. This means that you don't want to do this if you're parked in the dirt or on a snow covered ramp, because you'll risk pulling debris or moisture into the engine.

Winterize It

There are factory winterization kits available for a lot of airplanes that cover the oil cooler, restrict airflow to the cylinders, and otherwise plug some of the holes. In the E-AB world, you may have to experiment a bit. Plenty of pilots find that some judiciously applied duct tape can make a big difference. One word of advice if you do use the duct tape method — remove it after every flight. If you leave it on all winter, then it might be stuck on for

Newsletter Editor

-- Art Howard

The snow is now flying and winter has given us some cold days. Check the airport for runway NOTAMS regarding snow plowing and closed runways. Watch out for icy areas and snow drifting on taxiways and runways. If you fly this winter, plan carefully.

Where I hangar my plane, the owner put in surveillance cameras which includes Wi-Fi so he can retrieve pictures. The result is I put in a smart plug so can now turn on the cabin heater before I leave home. The cabin is warm when I arrive at the plane. I leave the Tanis heater plugged all the time, per their recommendations.

Submissions to this newsletter are welcome from EAA Chapter 100 members. Please send articles and pictures to newsletter@eaa100.org.

Your newsletter editor, Art Howard

life, or, if you do get it off, then it'll take some paint with it.

Everybody's Got One

There are a lot of different ways to prepare your airplane for flying while frigid, and even more opinions about when and how they should be used. Just remember that safety always trumps convenience, and if you need some help or advice, talk to an A&P or an experienced CFI, just like I did. If you rent your airplane, then you should talk to whoever maintains it about their recommended winter procedures, what sort of oil they use, etc.

And, finally, revisit your personal minimums. You almost certainly have them already with respect to crosswinds, visibility, and ceilings, and density altitudes in the summer, so add minimum temperature to that list in the winter. For a lot of pilots in this part of the country, that minimum is somewhere between 15 and 20 degrees F (-9 to -7 degrees C). As with all personal minimums, set them and then respect them.

Items for Sale

Note: The following e-mail was received for inclusion in our Newsletter:

From: "aabebay@evertek.net" <aabebay@evertek.net>

Sent: Friday, December 6, 2019, 10:20:33 AM CST

Subject: Long EZ Project For Sale

Please forward this information to anyone that may be interested in purchasing a Project. I will no longer be able to get my pilot's license due to medical issues. The URL below will take you to my website that shows most of the components included in the sale. The price is \$3000, but I am open to partial or complete trades (looking for enclosed trailer or SCCA project car), open to all offers, the worst I can do is say no. I can store this project until spring if needed. Please email with any questions, or use the reply box on the website.

<https://longezforsale.godaddysites.com/>

Thank You,

Allen

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 KRST and KTOB. ([FAA](http://www.faa.gov))

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 next summer in 2021. Hopefully, this event will occur next year.

