



EAA Chapter 100 April 2022 Newsletter

<http://eaa100.org>

2022 Chapter Leaders

President
Dwayne Hora
President@eaa100.org

Vice President
Ken Chase
VP@eaa100.org

Secretary
Jeff Hanson
Secretary@eaa100.org

Treasurer
Chris Budahn
Treasure@eaa100.org

Web Editor / Newsletter
Art Howard
Webmaster@eaa100.org

IMC Club Director
Open
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 Chairperson
Open
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.

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Reader submissions and comments are strongly encouraged.

April Meeting

– Dwayne Hora

Here is the 4-8-2022 regular meeting Agenda,

- “ 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
- * Other
- “ New Business
- “ Project /Flying Reports
- “ Adjourn

Next business meeting May 3rd.

Thank you,
Dwayne Hora
EAA Chapter 100
President



A Note from the Treasurer

-- Chris Budahn

From the treasurer,

Just a reminder to everyone that this will be the last correspondence being sent from the old contact list. All chapter emails going forward will be sent using the new roster management tool. So please be sure to get your current contact information and chapter dues sent to me if you'd like to continue receiving chapter information.

Happy Flying,
Chris Budahn

How to get your airplane ready for spring flying

-- General Aviation News

Editor: This article is By Ben Visser · March 11, 2020 ·

Up here in the Midwest, it looks like spring may be here.

With the return of warm weather, many pilots will be thinking of getting their airplanes out of the hangar and going for a \$100 hamburger or to their first fly-in of the season. This brings up the question: What should a pilot do before flying an aircraft that has been sitting for a while?

Looking at it from a fuels and lubricants angle, the most important item is the crankcase oil. Crankcase oil should be changed *before* you put the plane away for the winter.

And while crankcase oil does not wear out, it becomes contaminated with very small particles of dirt and metal, as well as with unburned fuel and the acid that can form while the plane is sitting.

Whenever an engine is started, raw fuel is pumped into the inlet of the engine in order to have a rich enough mixture to start. Some of this raw fuel gets into the cyl-



There's a few things you need to do before you pull your plane out of the hangar for spring flying.

inders and, on start up, is not completely burned. This is usually on the cylinder walls and it subsequently ends up in the crankcase, where the Sulphur in the fuel combines with the moisture from condensate to form acid.

Over time, this acid will attack the cam and lifters and other wear surfaces to form rust. This rust on startup will act as a rubbing compound to start wear on critical surfaces.

That's why changing the oil before winter storage is critical. Coating all of the engine parts with fresh clean oil is the most important maintenance item before you put



your plane away for the winter.

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Secretary Comments

-- Jeff Hanson

EAA Chapter 100

Chapter 100 meetings

Here are the minutes from the March meeting:

- 14 members were present.
- Dwayne presented the chapter officer / service awards for 2021.
- Pancake breakfast discussion. Went over event volunteer needs. Dwayne will take charge of the food and Wayne and Don agreed to take care of the paper products and supplies. The meeting attendees agreed to the following prices: \$8.00 adults, \$5.00 kids, and PIC free.
- The meeting sign-up sheet was passed around again and most of the remaining slots were filled. If anyone is still interested in hosting a 2022 meeting either at their shop or at Dodge Center, there may still be a month available. We won't turn anybody down that's interested.
- General flying discussion followed.
- The meeting adjourned around 8:30 PM.

Respectfully submitted,

Jeff Hanson

Chapter Secretary

(Continued from page 2) - How to get your airplane ready for spring flying

So if you changed the oil before putting your plane in storage, it should be good to go — maybe.

During those months in storage, your engine draws in warm moist air. Then at night, it will cool down and moisture will drop out. This means there will be moisture in the oil when you start it in the spring.

When you start flying your aircraft again in the spring, your engine oil temperature needs to be in the 180°F

60 years of Sport Aviation

-- Gordy Westphal

I have 60 years of Sport Aviation to give to someone or its off to the recycle center.

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range to ensure that you boil off the water in the oil during flight. As oil passes through an engine, it will normally pick up 50°F at the warmest spots. You need to take steps to ensure your oil temperatures hits the 180° mark during cruise conditions.

An exception to these suggestions is if you filled your crankcase with a preservative oil before storage for the winter. Preservative oil is based on straight mineral oil, so I would recommend changing to an ashless dispersant or AD oil for your more active flying periods.

What about the fuel system?

There is not too much that needs to be done to the fuel system prior to the start of your spring flying.

If your aircraft was stored in a hangar, there may be a small amount of condensate in the tanks. If your aircraft was tied down out in the elements, there is a greater chance of water in the fuel tanks.

If you sump your tanks a few times and rock the plane in between, you should get most of the water out.

An exception here is if you have a bladder tank in which the bottom has rippled. Then you may need to take some extra measures to ensure that all of the water is removed.

In some tests conducted years ago, they found more than a quart of water could be trapped in those ripples that would not drain out with normal sumping.

The 100LL in your tank should still be good and on

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(Continued from page 3) - How to get your airplane ready for spring flying

spec after the winter. It will usually store for over a year without forming gum. If you are using mogas, it should be good for at least six months. But if you have fuel containing ethanol in your plane, you are on your own.



Grease is the word

The other thing to check is grease.

Everything should be fine here, especially if your aircraft was stored inside.



If your aircraft is tied down out in the elements, you need to carefully check all control surfaces and their movement points. Rain and snow can get into them and freeze. This could cause binding or improper drag, so check and lubricate as necessary.

If your plane is in the elements, water also can enter the wheel bearings and lead to problems. Carefully inspect and re-pack the wheel bearings if needed.

There are a lot of other things on the airframe that need to be checked, like baffles and seals. So, take your time and do a complete inspection before heading out.

ABOUT BEN VISSER

[Ben Visser](#) is an aviation fuels and lubricants expert who spent 33 years with Shell Oil. He has been a private pilot since 1985.

Editor: This article is from [General Aviation News](#).



Editor: The future is from the past! This is from the [Smithsonian Magazine](#).

Parked together on the grass at the Experimental Aircraft Association's (EAA) aviation extravaganza in Oshkosh, Wisconsin, the five strange airplanes look as if they might have flown in from the future. The Dyke Delta has no horizontal tail and the body is almost all wing—a very space-age, stealthy airplane.

Newsletter Editor

-- Art Howard

March will soon turn into April and the flying weather will get better. Did you read that correctly? Well, sort of. Spring is always a challenge. Cold, warm, rain, and snow in the forecast but getting less snow and more rain as the days go by.

I flew up to Aitkin Ski and Wheel Fly-in on March 19. There were hot dogs and chili! Lots of airplanes, both on skis and wheels. Everyone was having a great time.



We left Aitkin (KAIT) and flew over to Sky Harbor (KDYT), Duluth, Minnesota for a look at the ice shards on Lake Superior. You can walk to the shore of Lake Superior from Sky Harbor airport. Were we surprised! There were no ice shards along the shore. Instead, there were high snow banks that looked like sand. The wind had blown the sand from the beach onto the piles of snow. On the beach side it looked like a large hill. On the lake side it was a vertical drop of at least 15 feet down to the ice on the lake.

We talked to a local that was walking the beach. She had lived in Duluth for over 10 years and had never seen this before. It was definitely a unique experience and event on Lake Superior. It was a very nice spring day and lots of people were out walking the beach and also on the hard snow bank on the shore. There were even two mountain bikes on the hard snow bank. There were also fissures like one would find on a glacier. They were deep but not very wide, yet. Looked like it could be dangerous if one got to close to the cliff side!



The above picture is the shoreline of Lake Superior on March 19. Very strange indeed!



The above picture was taken at Iceport 2022 at Mac's Twin Bay Resort. Mille Lacs Lake, Isle, MN. Lake Country Air Service brought their airplane in just to hand out some hats to other pilots. The plane is parked on the ice of Mille Lacs Lake. They also left their business card in the tent. It was a promotional flight for their air service. They also fly with floats to take passengers onto northern lakes and into Canada.

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Items for Sale

Editor: Please send me a description and photo, if you have one, and I will place your for sale item here.

(Continued from page 5) — News Letter Editor

As you can see, N5438W is getting around with the new engine. I now have over 40 hours on the Lycoming Factory rebuilt engine.

I am currently in Cleveland, Tennessee visiting my daughter while waiting for better weather to get into Florida. I will miss the next meeting since I will be volunteering at the Home Build Corner, Sun n Fun, Lakeland, Florida. Should be back in Minnesota about the middle of April. Weather should be much better in Minnesota by then.

Hope to see you around the patch. Fly safe and have fun.

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.

