



EAA Chapter 100 February 2025 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.

February Meeting

– Dwayne Hora

The February Chapter 100 meeting will be held February 14 at 7pm in the Dodge Center Airport terminal building.

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 Reports - Time permitting
- Adjourn

Thank you,
Dwayne Hora
EAA Chapter 100
President

The next EAA Chapter 100 meeting is at 7:00 pm, Friday, February 14, 2025 at the Dodge Center Airport, KTOB.



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:

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Winter Downtime

-- Hartzell Propeller

3 WAYS TO USE WINTER DOWNTIME TO LEVEL UP YOUR FLYING

Date: January 26, 2022 Category: [Blog](#) Tags: [aircraft propeller](#), [airplane propeller](#), [prop](#), [propeller](#), [propeller conversion](#), [propeller upgrade](#), [Top Prop](#), [winter flying](#), [winter flying safety tips](#)

Editor: This article is from Hartzell Propeller URL: <https://hartzellprop.com/3-ways-to-use-winter-downtime-to-level-up-your-flying/>

The winter surge is in full force, leaving many pilots feeling restless while they await better flying weather. The good news is that cabin fever doesn't have to get the best of you — or distract you from your [aviation goals](#).

If you find yourself grounded for the season, here are three great ways to use winter downtime to level up your flying:

#1: STAY CONNECTED TO THE FLYING COMMUNITY

With less time spent at fly-ins or simply chatting with fellow pilots at the hangar, you may find yourself missing the camaraderie of the close-knit general aviation community. While nothing will replace in-person interactions, you can still stay connected via online platforms. Use your newfound downtime to plan a [backcountry flying](#) trip with friends or schedule an airshow meet-up. Simply having something to look forward to will make the dreary winter months pass much faster!

And, if you're still experiencing flying withdraws, one cure is to stay up-to-date with aviation publications, like Hartzell Propeller's annual [Leading Edge magazine](#).

(Continued on page 3)

Secretary Comments

-- Jeff Hanson

Editor: I was not at the January meeting. 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) - Winter Downtime

#2: KEEP FLYING SKILLS SHARP

Just like playing an instrument or training for a sport, flying is a skill that requires ongoing practice to maintain proficiency. Even when you're grounded for the winter, you can still take steps to retain your flying skills and even build new ones. For example, if you have access to a flight simulator at home or a nearby flight school, make a commitment to practice regularly. If you don't have access to a sim, there's always good old-fashioned chair flying! Sit in a chair and visualize yourself at the controls performing a specific maneuver or procedure, going through all the motions with your hands and feet. You may feel silly operating an imaginary airplane, but the value of this exercise is very real.

Another way to keep your flying skills sharp from the comfort of home is by participating in online classes and webinars for [WINGS](#) credit. Not only will you refresh your flying knowledge to enjoy a safer and more stress-free flying experience, but you'll also cover your flight review requirements by completing any phases of WINGS.

#3: CONSIDER NEW AIRCRAFT MODS OR UPGRADES

With more time on your hands, you might find yourself daydreaming about ways to update and improve your

airplane — and your overall flying experience. Maybe you have your eye on a new glass-panel avionics display, [aircraft preheat system](#), or refurbished interior to make your airplane a little more comfortable. Or, maybe you're looking forward to an upgraded engine/propeller combination to power your next flying adventure. No matter which mods you're dreaming of, now is the time to plan ahead, talk to other pilots, and ask questions to ensure you're well-informed before making a decision.

For example, if a new propeller is on your wish list, use your downtime to research the options for your aircraft, such as a [Hartzell Top Prop propeller conversion](#). A propeller conversion is by far one of the smartest investments you can make to enhance the safety and performance of your airplane — not to mention the aesthetic appeal. If your current prop is approaching TBO, consider the advantages of upgrading your propeller rather than having the old one overhauled. Depending on the age and condition of your propeller, there may not be a great price difference between overhauling the legacy prop and switching to a new-generation design.

[Contact us today](#) to learn more about our Top Prop airplane propeller conversion program. We're always happy to help you find the best propeller system for your specific aircraft and mission profile!

The Path to Unleaded Gasoline

-- FAA

A CRITICAL TRANSITION FOR AVIATION

Eliminate Aviation Gasoline Lead Emissions (EAGLE)
Fall 2024 Update

The aviation community has long recognized the need to eliminate lead emissions from piston-engine aircraft. The Eliminate Aviation Gasoline Lead Emissions (EAGLE) initiative, led by government and industry part-

(Continued on page 4)

(Continued from page 3) - The Path to Unleaded Gasoline

ners, aims to achieve this goal by the end of 2030. This ambitious endeavor brings together government and industry stakeholders committed to finding a safe and reliable unleaded aviation fuel that is viable throughout the aviation supply chain.

As the general aviation community works toward this goal, the role of aircraft owners cannot be overstated. They are, after all, the ultimate end-users of any new fuel, and their buy-in will be critical to its success.

This transition is about more than meeting regulatory requirements — it's about ensuring that aircraft owners feel confident in the safety, reliability, and availability of the new fuel. The solution must be robust enough to meet the diverse needs of the piston-engine fleet, ranging from World War II-era planes to modern helicopters.

Currently, there are three promising unleaded fuel candidates. Their developers are pursuing either the Fleet Authorization (FA) under the Piston Aviation Fuels Initiative (PAFI) or the traditional Supplemental Type Certification (STC) process via an approved model list (AML). Both pathways ensure that engines and aircraft can safely operate on the new fuel however, regardless of the path to approval to use in aircraft, consumer acceptance will hinge on more than FAA approval.

Fuel developers must not only prove their products' safety and compatibility with the existing fleet but also demonstrate to key industry stakeholders that their products are reliable. Aircraft owners need assurance that switching to a new fuel won't void manufacturer warranties. They also need to be confident that it won't cause damage to paint, electronics, engine components, or fuel systems. The aviation supply chain will need assurances as well. This next fuel must be produced, distributed, stored, possibly commingled with other fuels, pumped, and consumed without causing damage or requiring significant equipment modifications. Industry stakeholders understand that any new fuels must meet the needs of aircraft owners and be compatible with production, distribution, and dispensing systems.

EAGLE has worked diligently over the past 18 months to keep stakeholders informed, providing updates on the progress of key unleaded fuel developers. The General Aviation Modifications Inc.'s (GAMI) G100UL and Swift Fuels 100R are advancing through the STC process. GAMI has already secured a broad approved model list (AML) STC for its fuel in 2022 for piston engines and airplanes. Recently, the FAA granted Swift Fuels its first STC for the use of its 100R in Cessna 172R and 172S model aircraft powered by Lycoming IO-360-L2A engines, with many additional engines and airframes being evaluated for approval in the weeks ahead. LyondellBasell/VP Racing's UL100E is progressing through the PAFI pathway, having completed about 25% of critical materials compatibility and full-scale engine detonation and performance testing. Both Swift Fuels and LyondellBasell/VP Racing have also begun working through ASTM International on the development of an industry consensus production specification for their respective fuels.

The recent updates from EAGLE are optimistic. Progress is being made and general aviation's path to acceptance of unleaded fuel continues. To learn more visit flyEAGLE.org (see Stakeholder Meetings).

Congress and the FAA's commitment to this initiative is underscored by the 2024 FAA Reauthorization Act, which supports the continued availability of 100-octane low-lead (100LL) avgas until the end of 2030, or when a certified unleaded alternative is available at airports. (Alaska, a state heavily reliant on piston-engine aircraft, has been given a slightly extended timeline protecting continued availability of 100LL through the end of 2032). However, the collaborative industry/government EAGLE goal is clear: the elimination of leaded aviation fuel by the end of 2030.

General aviation is moving to ensure a safe, reliable transition to unleaded avgas without jeopardizing the operational safety of the piston-engine fleet. Aircraft owners must stay informed and engaged as this transition unfolds. It is important that they educate themselves on any restrictions that may accompany an STC and comply with any original equipment manufacturer (OEM) directives that may be issued. They are the key

(Continued on page 5)

(Continued from page 4) - The Path to Unleaded Gasoline

players in this process, and their comfort with these new fuels will drive this monumental shift.

It is not enough for the FAA to approve these new fuels. The industry – from aircraft owners to fuel distributors to fixed-base operators (FBOs) that dispense fuel and aircraft manufacturers that provide continued operational support – must accept them. Safety, reliability, and commercial viability must guide this transition, ensuring that by the end of 2030, piston-engine aircraft can take to the skies with unleaded fuel that is dependable. The future of general aviation depends on it.

The Eliminate Aviation Gasoline Lead Emissions (EAGLE) initiative is a comprehensive public-private partnership consisting of the aviation and petroleum industries and U.S. government stakeholders, and a wide range of other constituents and interested parties, all working toward the transition to lead-free aviation fuels for piston-engine aircraft by the end of 2030 without compromising the safety or economic health of the general aviation industry. To learn more, visit flyEAGLE.org.

Editor: The above article is from The January/February 2025 issue of FAA Safety Briefing URL: <https://www.faa.gov/sites/faa.gov/files/JanFeb2025.pdf> page 26.



Newsletter Editor

-- Art Howard

I am getting rusty with flying. I delivered my airplane to Park Rapids Aviation for painting on January 3, 2025. No pilot time since then!

They have sent me some pictures of what has been happening. I have included some of the pictures on this page. It may not get done this month!

Also, 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.



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.

