



# EAA Chapter 100 September 2024 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.

## September Meeting

– Dwayne Hora

The September 14th, 9am meeting will be hosted by Ken Chase in his hangar at the Rochester airport.

All drive-in attendees without KRST badge access will need to meet at the west entrance by 8:30 am to be escorted to the hangar. Drive-in attendees need to park on the grass to the east and north of Ken's hangar, NOT on the ramp in front of the hangar. That is a live taxi area and cannot be inhibited.

Fly-in attendees can taxi down to the west end of the airport ramp and park across from Ken's hangar. We will need to play the fly-in traffic parking by ear as the area across from Ken's hangar is Signature's remote parking area. See attached satellite image. (Note: **Editor:** Image is on page 3.)

Meeting agenda as follows:

- Pledge of Allegiance
- Welcome Visitors
- Reports | As available
  - \*Secretary's Report
  - \*Treasurer's Report
- Committee Reports
  - \*Hangar
  - \*Young Eagles, Richard Fugate
- Old Business
- 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 9:00 am, Saturday, September 14, 2024 at the Ken Chase hangar, Rochester Airport.

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## A Note from the Treasurer

-- Chris Budahn

Hello EAA 100,

It's that time of year again where I have to ask for your membership dues. The dues are only \$10. Please be sure to keep your EAA national membership account current as well. This can be done at [www.eaa.org](http://www.eaa.org). If you haven't already given me your national membership number, please submit that with your dues payment. We use a roster management tool that links to your national membership. This allows us to keep track of things you have done on the national level such as Youth Protect training or background checks that are necessary for participation in the Young Eagles program.

You can mail the payment to me, or bring it to the next chapter meeting.

Thanks,

Chris Budahn  
6525 County 30 BLVD  
Kenyon, MN 55946  
507-438-1130

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## Promotional Speeches

-- Gary Russell

In the early 70's about the time that Olivia, Mn, was dedicating their new airport the MN Dept. of Aeronautics sent a couple MN aviation personalities to make promotional speeches for our growing aviation business endeavors.

The first of these that I remember was a WWII bomber pilot that they introduced as 'Red' Henry. He started his talk with a story about a war time experience wherein a British pilot challenged the young American pilot to go along on a night raid in a huge British bomber. The runways were sod and often soft and sometimes even muddy. Red related as to how he had doubts as they slogged along over halfway down the strip with little hint that they would ever get airborne. The Brit pilot clung to the yoke and muttered expletives to the overloaded craft and just when it looked hopeless he jerked it into the air and slammed it back down into a high bounce at the top of which he pulled the gear up and said "yer've got to fly now ya beggar, I've took the cart out!" To Red's amazement, it did sag a bit and start a laborious climb. Red is known to older pilots in this area. I think he was from Kenyon.

Red's companion speaker that night was MN Aviation Hall of Famer Art Noteboom. Art also started his talk with a story about his flying instruction days when he said that he always told his students that if they had a nasty forced landing they should try to put the nose between two trees and leave their fire and fuel behind them. One day one of his students came back to thank him for that advice because he had picked two sturdy trees and left his fire and fuel behind. Art took a trip out to the crash site and was surprised to see that the kid had picked the only two trees in an 80 acre smooth pasture.

You can't make this stuff up.

Gary Russell EAA 62707

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## Secretary Comments

-- Jeff Hanson

Here are my notes from the August picnic:

- The chapter picnic was held at TOB. We had great weather, great food, and a great time socializing.
  - Thanks to Dwayne and Ken for lining everything up and helping make the picnic a success.
- No chapter business was conducted.

Respectfully submitted,

Jeff Hanson  
Chapter Secretary

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## Preflight certainty: The removal of all doubt

-- General Aviation News Staff

General Aviation News Staff: By PAUL BREVARD

A buddy of mine earned his way through college collecting the deceased and depositing them at a funeral home owned by his employer. It was a part-time gig with no upside to speak of, but it paid the bills.

After graduation, his sterling resume in hand, he finagled a berth with the Navy and managed to find a slot in naval aviator training.

Many years later and Vietnam behind him, he joined the airlines and began another career, all the while courting a blushing beauty and building a life around flying and family. His accomplishments adorn a wall dedicated to, and in honor of, the Distinguished Flying Cross occupying the center of the display.

After a long stretch with the majors and kids grown and gone, he timed out, sulked his way into retirement, and wedged a motorhome into a shared space with his aging Beech Baron.

I met him on a hot, muggy ramp in Florida



Rochester airport and Ken's hangar.

where he rushed up puffing "Hey! Can I borrow a volt/ohm meter and a crowbar?"

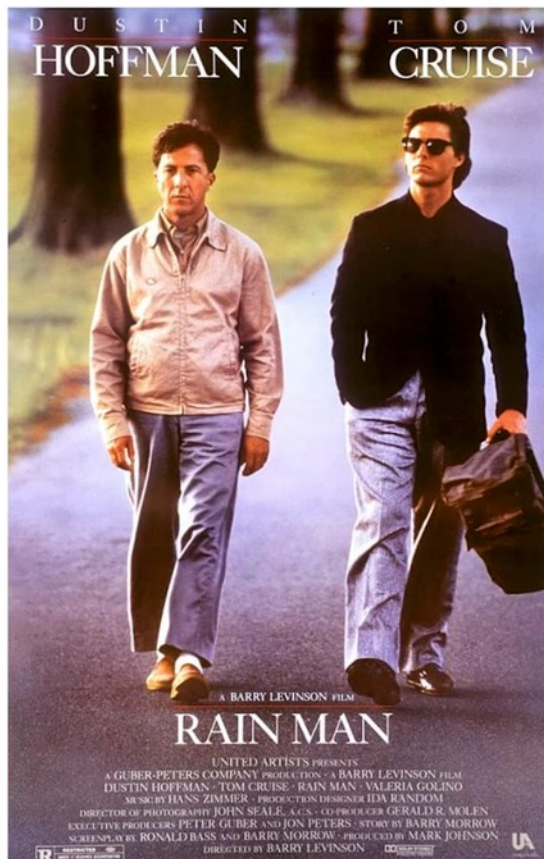
Well, of course. Never get in the way of a man on a mission, I always say.

He's an interesting guy and wonderful pilot. A true natural, if there is such a thing.

But what truly sets him apart from the rest of us mortal aviators is his clinical aversion to doubt. He preflights an airplane with a routine worthy of Dustin Hoffman's character in the 1988 movie "Rain Man."

In the movie, Hoff-

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man's character, Raymond, is an autistic savant with superb recall who adheres to strict routines.

FAR 91.103 (a)(b)(1)(2) states, in part, "Each pilot in command shall, before beginning a flight, become familiar with all available information concerning that flight."

It goes on to detail the necessity of familiarizing yourself with runway lengths, performance expectations, winds, and so on. Another section spells out pilot in command obligations to airworthiness and overall safety of each flight for which the PIC is designated.

For general aviation's Rain Man, this begins days — sometimes weeks — before a flight, as he fidgets and squirrels his way through routes, weather, alternates, terminal procedures, more weather, TFRs, arrival and departure routes, approach plates, frequencies, and more. All this before he ever leaves the house.

Then, there's the airplane. A plain-Jane short-body workhorse as standard as the day it left Wichita with few bells or whistles and simplicity beyond measure. Start it, it runs. Point it, it flies. Land it, it parks.

But for all its simple lines and honest behavior, Rain Man attacks the beast like it's trying to kill him.

Clutching tools and implements meant to tweak and twist and pick and jab, he begins his preflight with ferocious intensity. Start at the nose, around to the right, under the wing, back to the tail...and on it goes. Same routine. Every time. No talking, no distractions, and — whatever you do — do not interrupt.

If someone is contracted to work on the beast, Rain Man hovers over the attending personnel. Skulking through and around holes and panels, he'll look where you look. Feel what you feel.

If satisfied, he'll move on to the next thing. If not, he'll huff and fret and get red in the face until critical mass is reached. Then he'll stew, arms crossed, until clarity is achieved and consensus is made. It may be a beast, but it's his beast.

When the trauma is over, the attending physician is ex-

pected to ride the first flight after the airplane is deemed airworthy. This is not optional.

And that preflight begins with a level of scrutiny usually reserved for the IRS.

Properly maintained airplanes, flown regularly and within published parameters, will generally be very predictable in the air and in the hangar. This predictability, over a period of time, will influence and induce a bias in the level of certainty about airworthiness without the diligence and discipline required to ensure its validity. It's a normal reaction to a good, honest airplane.

And it contributes to — and is partner in — a preflight abbreviated by complacency. Rain Man hates it. He knows it exists but he's unwilling to accept doubt as part of the flight. If uncertainty exists, doubt follows, and neither are welcome.

[Advisory Circular 60-22](#), dated Dec. 13, 1991, is titled *Aeronautical Decision Making*. It provides tools for pilots to use in everyday decision-making efforts.

One such example is found in Chapter 5, *Risk Management*. It is the concept of *The Decide Model*.

Grammatical oddity aside, it is a continuous loop in thought of six critical elements in decision making intended to ensure the human condition is protected from human nature. And it works.

The elements are:

1. **Detect:** The decision maker detects the fact that change has occurred.
2. **Estimate:** The decision maker estimates the need to counter or react to the change.
3. **Choose:** The decision maker chooses a desirable outcome (in terms of success) for the flight.
4. **Identify:** The decision maker identifies actions which could successfully control the change.
5. **Do:** The decision maker takes the necessary action.
6. **Evaluate:** The decision maker evaluates the affect of his action(s) countering the change.

This guidance is intended to address risk management

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and cockpit safety, but it can apply to pilots at every skill and experience level. Yes, it's dated a bit and some of the language is obsolete, but it gets the point across.

I don't know if Rain Man ever referenced this AC. Probably not. Pilots that stow pencils in one particular side panel and pens in another don't get that way by contemplation. They're born with it.

The first time I flew with him, I witnessed his preflight routine with some fascination. He was very thorough.

When he reached the tail, I decided to help and removed the nose chocks and placed them under the left wing at the tie-down rope. Just a way of contributing to the duty.



Chocks for a general aviation airplane. (Photo courtesy ASA)

As he moved his way up the right wing toward the engine, he glanced at the nose gear, eyeballing my removal of the chocks. The stop was abrupt and brought me up short.

Irritated, he retrieved the chocks, put them in place under the nosewheel, and began the preflight sequence all over again.

Never, ever get in the way of a man on a mission, I always say.

**Editor:** The above article is from General Aviation News, URL: <https://generalaviationnews.com/2024/07/22/preflight-certainty-the-removal-of-all-doubt/>

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## Newsletter Editor

I left for Kentucky Dam Marina on Tuesday, August 6, 2024, with another crew member to move Samana, my Challenger 35 Ketch, to Lake City Minnesota. All was well as we left the Marina and headed down the Tennessee River and the last lock on that river. It was an 80 foot drop and then we continued to the Ohio River and another lock of a couple of feet. All was well until we exited the Ohio and turned up the Mississippi River. Wow, a speed of 1 mph against the shore for awhile! Then around 3 mph. The Minnesota flood water was there and filled with all kinds of debris.

There was not enough fuel to make Hoppies Marina, south of St. Louis, Missouri, so I had to go ashore with 5 diesel cans and get a ride to a filling station. A good Samaritan picked me up and we went to three stations before we found one that had diesel fuel in Cape Girardeau, Missouri. This allowed enough fuel onboard to reach Hoppies Marina. We had a small reserve left. The river ran strong all the way to the Mel Price Lock, Lock and Dam 26, except for the Chain of Rocks Lock and Dam 27, which bypasses the river. Even above Lock and Dam 26, the pool water was strong.

It took several Lock and Dams before the current became less strong. Early on, it looked like I was not going to get back to Lake City until late September. As it worked out, we arrived in Lake City Sunday evening, 6 pm, August 25. What an adventure! Miss being on the river but I sure do not miss the strong currents!

I got reacquainted with my airplane again by flying to Shell Lake Municipal, KSSQ, on Saturday, August 31 for a pancake breakfast. Good to be back flying again.

Then another trip that Jean and I planned last spring. We flew to Beaver Island in upper Lake Michigan for an Irish Festival called "2024 Emerald Isle Irish Feile!" this past weekend.

See you around the patch.

I need more articles from the membership. Please send your articles and pictures to [alhowar@attglobal.net](mailto:alhowar@attglobal.net).

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## 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](mailto:alhowar@attglobal.net)

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## 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](http://EAA.org/YouthProtection).

**Editor:** Make sure you are current to fly Young Eagles at the EAA Chapter 100 Young Eagles events.

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