



EAA Chapter 100 May 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.

April Meeting

– Dwayne Hora

Reminders:

Next Chapter meeting is on Saturday, May 14 at 9 am

Here is the 5-14-2022 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

Thanks,

Dwayne

EAA Chapter 100
President



A Note from the Treasurer

-- Chris Budahn

Editor: Chris has been very busy lately. He was going to submit information but did not get a chance before the Newsletter needed to be published..

If you are paying dues, please send \$10.00 along with your EAA number and e-mail address to:

Chris Budahn
6525 County 30 BLVD
Kenyon, MN 55946

Other EAA Chapter Events

-- Dwayne Hora

An email from EAA Chapter 72 announcing a raffle for a Rans aircraft.

Dwayne

----- Forwarded message -----

From: <jdsteward75@gmail.com>

Date: Mon, May 2, 2022, 22:20

Subject: EAA Chapter 72 Raffle. Help Requested!

To: <president@eaa100.org>

Dear Fellow Presidents,

My name is Jim Steward and I am the President of EAA Bruce McCombs Chapter 72 in Falcon, Colorado. We were gifted a nearly complete and professionally built RANS S-19 with a factory new Rotax engine and propeller still in the box. Chapter 72 members completed the project and it is scheduled to be painted in June. We have elected to raffle this incredible airplane off. The proceeds of the raffle will be used to offer scholarships to future pilots and mechanics. In addition, we hope to acquire a new simulator in which to help these future pilots with additional training and at the same time provide a resource for other local pilots. Our goal is to sell 2500 tickets at \$100.00 each by the drawing date of December 17th 2022.

Would you please consider forwarding the attached flyer to your chapter membership and inserting it in your

newsletter? The website for the raffle is www.eaa72raffle.org where you can find more information, official rules and purchase tickets. This would be a huge favor to me and the chapter. Hopefully, we may be able to repay this favor in the future.

Thanks so much for your consideration.

Attached please find some additional information for your use.

Jim Steward
President, EAA Bruce McCombs Chapter 72
719-352-1608



RANS S-19 inside



RANS S-19 Paint Rendering

You can get your ticket at <https://www.eaa72raffle.org/>

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Secretary Comments

-- Jeff Hanson

EAA Chapter 100

Chapter 100 meetings

Here are the minutes from the April meeting:

- We had 10 participants at the meeting.
- There was no new business or old business to discuss.
- Chris noted that we currently have 61 paid members.

Thank you,
Dwayne

Editor: Submission from Dwayne, our Chapter President, since Jeff Hanson could not be at the meeting.

(Continued from page 2) - Other EAA Chapter Events

EAA Chapter 878 would like to share our latest Newsletter with you & is now available to view online.

Simply click image, choose May 2022, to read current issue. Enjoy...



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.

Please call me at:

(507) 282-9981 Home

(507) 259-8018 Cell

WINGS - Pilot Proficiency Program

-- FAA

The objective of the WINGS Program is to address the primary accident causal factors that continue to plague the general aviation community. By focusing on this objective, we hope to reduce the number of accidents we see each year for the same causes. As you will see, it is not a simple "Award" program but is instead a true proficiency program, designed to help improve our skills and knowledge as pilots.

The **WINGS** - Pilot Proficiency Program is based on the premise that pilots who maintain currency and proficiency in the basics of flight will enjoy a safer and more stress-free flying experience.

You select (in your Airman Profile) the category and class of aircraft in which you wish to receive training and in which you wish to demonstrate your flight proficiency. Requirements for each aircraft category and class include specific subjects and flight maneuvers. To ensure you receive a well-rounded learning experience, only certain flight activities fulfill specific credit requirements. More information about how these subject areas are selected is available on your MY WINGS page.

The program encourages an on-going training program that provides you an opportunity to fly on a regular ba-

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**The Great Minnesota Aviation Gathering
Friday May 20th & Saturday May 21th 2022
Buffalo Municipal Airport (KCFE), Buffalo, MN**

Meet hundreds of Minnesota and Wisconsin pilots and aviation enthusiasts!

The Gathering will feature educational sessions and a variety of vendors of aviation-related products. Our “Hangar Flying” sessions will cover a broad range of timely topics, including VFR and IFR flight operations, preflight considerations, seaplane operations, aviation medicine and medical certification, engine maintenance, flight seeing, US Forest Service and DNR flight operations, experimental aircraft building, local and state governments ...and much more!

GMAG Hours are from 9:00-5:00, Friday, May 20 and from 8:30-4:00 on Saturday, May 21

Editor: There is a Sea Plane course and a Pinch Hitter course on Friday. AOPA Rusty Pilots Seminar is on Saturday morning.

2022 GMAG Hangar Flying Sessions are on their website: <https://www.mnpilots.org/gmag/index.php>

Newsletter Editor

-- Art Howard

I missed the April 9 meeting as I was at Sun n Fun, Lakeland, Florida, camping with my airplane.



It was a challenge getting there and getting back. The spring weather created a lot of frontal activity with thunderstorms. Fortunately, I have a daughter in Tennessee, where I staged the final flight to Florida and the return flight. I logged 3 hours and 30 minutes of IFR (Instrument Flight Rules) and 20 hours and 55 minutes of flying time. The Cherokee is slow but it gets me there!

Notable about this trip to Sun n Fun was the nice tailwinds. I saw groundspeeds in the range of 150 knots, which is really unusual for my type of flying.

The gate receipts were up but the overall aircraft attendance was down. Weather is always an issue in April. Fronts like to lay just above Florida so no one can get in or out! We had a total 125 Homebuilt aircraft in Homebuilt parking, General Aviation Parking, and General Aviation Camping. This does not include the Homebuilt aircraft in Homebuilt camping. They were also not full, this year.

The tent I purchased in 2016 for the Alaska trip finally gave up. I had a wet sleeping bag one night and then strong winds the next day tore the rain fly. So I now have a new tent for the rest of this aircraft camping season. I am also ready for a two week camping trip to

AirVenture 2022, where I am Chair of the South 40 Aircraft Camping and Registration. If you have ever been to AirVenture for a week, you know it will rain at least once. I am hoping my new tent keeps me dry.

If anyone wants to volunteer for me at AirVenture 2022, please let me know. Since there is training involved, I am asking for more than one day of volunteer time. There are morning shifts and afternoon shifts available.

The first week of May is scheduled for the annual on the Cherokee. That will be a busy week getting through all the maintenance items on the annual checklist. The tach is showing a little over 200 hours since the last annual in May of 2021. The new engine has a little over 60 tach hours. Hopefully, this annual will be a short one, but one never knows.

The Cherokee was built in 1962. I purchased it in Wisconsin, July of 1975. My first logged flight in N5438W was July 28, 1975. That means that at the end of July this year, I will have owned Cherokee N5438W for 47 years

Somewhere along the way, I believe I have gotten just a little bit older. And the Cherokee has had multiple panel upgrades and is now considered a Technical Advanced Aircraft (TAA).

The FAA defines a TAA as an airplane that is equipped with the following:

- A moving map display
- An instrument-approved [GPS](#)
- An autopilot

This is a far cry from when I purchased this aircraft with tube radios and crystals. The changes over time have been amazing.

Please send articles and pictures to me at alhowar@attglobal.net. See you around the airport.

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 3) — WINGS - Pilot Proficiency Program

sis with an authorized flight instructor. The program is most effective if the training is accomplished regularly throughout the year, thus affording you the opportunity to fly in different seasons and in different flight conditions.

Reviewing and refreshing your knowledge is just as important as actual flying. To meet this goal, we provide you many opportunities to complete online courses, attend seminars and other events, and participate in webinars. Many 3rd party activities, such as those offered by AOPA, ASA, Sporty's, Gleim Publications, and others, qualify for WINGS credit and will indicate such credit on their web site.

Editor: For the rest of the information on the FAA Wings Program, please go to FAA Wings.

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.

