



EAA Chapter 100 October 2023 Newsletter

<http://eaa100.org>

2023 Chapter Leaders

President
Dwayne Hora
President@eaa100.org

Vice President
Ken Chase
VP@eaa100.org

Secretary
Jeff Hanson
Secretary@eaa100.org

Treasurer
Chris Budahn
Treasurer@eaa100.org

Web Editor / Newsletter
Art Howard
Webmaster@eaa100.org

IMC Club Director
Art Howard
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
Dan Crandell
Brad Anderson
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.

This publication by EAA Chapter 100, Inc. is for the use, education and occasional enjoyment of its members and others. No claim is made for the accuracy or applicability of information herein. Editorial content is the opinion of the contributor not necessarily the position of either EAA Chapter 100 or the Experimental Aircraft Association.

Reader submissions and comments are strongly encouraged.

October Meeting

– Dwayne Hora

October 14th EAA Chapter 100 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
 - New Business
 - Nomination of 2024 Chapter Officers
 - Adjourn

Thank you,

Dwayne Hora
EAA Chapter 100
President

The next Chapter 100 meeting is at 9:00 am on Saturday morning, October 14, 2023.

The meeting location is at hangar (F), Rochester Airport. Jake Wegman is the host. This is the last Saturday morning meeting of the year.

The November meeting is on Friday evening, 7 PM, November 12, 2023.

EMBRACE THE CHILL: HOW TO PREP FOR WINTER FLYING

-- Hartzell Propeller Inc.

Date: December 14, 2021 Category: [Blog](#) Tags: [aircraft propeller](#), [airplane propeller](#), [aviation propeller](#), [propeller](#), [winter flying](#), [winter propeller](#), [winter safety](#), [winter safety tips](#)

Last week, we shared our top tips for preparing aircraft for winter storage. However, many pilots enjoy flying all year round, especially in the cooler

(Continued on page 2)

A Note from the Treasurer

-- Chris Budahn

Hello EAA 100,

Nothing to report this month.

Happy Flying,

Chris

(Continued from page 1) - EMBRACE THE CHILL: HOW TO PREP FOR WINTER FLYING

months when there's less traffic, clearer visibility, and low-density altitude that allows for more lift and better aircraft engine performance. If you're willing to brave the cold, flying during the winter will also help you maintain proficiency — keeping you and your airplane active throughout the season!

Flying in the winter comes with a unique set of challenges, even for the most experienced pilots. That's why there are a number of extra precautions you'll want to take during the winter to make sure you and your aircraft are ready for a safe, enjoyable flight.

Check out the following tips to prep for cold-weather flying:



#1: TAKE YOUR TIME

Cold-weather flights require a thorough preflight inspection that often takes significantly longer than warm-weather flights. Give yourself plenty of time to carefully check things like your airplane's tire pressure, fuel and oil levels, and [propeller system](#).

Far too many pilots become complacent and skip items on their preflight checklist, or fall into the trap of "get-there-itis" and rush through the inspection to get airborne. Even when it's freezing out, resist the temptation to take shortcuts. A good pair of gloves will help make those early morning winter preflights bearable!

#2: CLEAR AWAY SNOW, ICE, AND FROST

If your airplane is tied down outside, there's a good chance you'll need to remove snow, ice, or frost at some point during the winter. If you're lucky enough to have access to a heated hangar, move your airplane inside so the snow and ice can melt off. De-icing fluid is another option if you're in a pinch. Just don't attempt to use a vehicle ice scraper, broom, or credit card on your airplane, which can scratch the paint and windows.

After clearing off your airplane, let it dry completely. Consider investing in a set of wing covers and aircraft [propeller de-ice boots](#) to prevent hazardous icy build-up on your wings and propeller during flight.

#3: WARM IT UP

Preheating is about more than getting a cold airplane to start; it's a vital way to protect your engine investment. Just one cold start can cause more wear on a piston engine in less than a minute than 500 hours of normal cruise operation! A takeoff with cold oil can also result in a poorly governed propeller and a possible overspeed event. In addition to reducing engine wear and increasing safety in cold weather operations, proper preheating helps prevent cylinder scoring, reduce the chance of frosting spark plugs, and ensure proper oil flow. Aircraft engine preheating also reduces run-up time, helping to save valuable fuel.

(Continued on page 3)

Secretary Comments

-- Jeff Hanson

Here are my notes from the September meeting:

- 10 Members present.
- Gordy and Stan brought one of the completed pedal planes for display. A motion was made to reimburse them for the materials for the kits and supplies by Jeff Hanson and seconded by Brad Anderson. The motion passed.
- Young Eagles discussion. 200 kids are registered.
- Aviation weather presentation by Joseph Ricciotti from the National Weather Service in La Crosse. This was a very informative presentation. Thanks to Joseph for taking the time to put it on.
- Meeting adjourned at 10:40 AM.

Young Eagles event follow up: The event was held on Saturday September 16th and after the morning fog / low ceiling cleared up, the weather was perfect. There were 11 aircraft and pilots and plenty of ground help. While I don't have the official number, I believe that over 130 kids were flown between 10:00 AM and 1:30 PM. Thank you Dan and Lori for putting this together and to all of the volunteers who made this a special event for so many kids.

Respectfully submitted,

Jeff Hanson
Chapter Secretary

(Continued from page 2) - EMBRACE THE CHILL: HOW TO PREP FOR WINTER FLYING

Refer to your pilot's operating handbook or aircraft flight manual for cold weather operation guidelines specific to your airplane. In general, if it's below 32 degrees Fahrenheit outside, it's wise to preheat your airplane. Consider installing an [aircraft engine preheat system](#) to speed up the preheating process and preserve the life of your engine.

#4: DRESS FOR THE WEATHER

No matter the season, it's a good rule of thumb to dress for the weather and terrain you'll be flying over. This way, you'll be prepared in case you need to make a stop en route — or, in the worst-case scenario, an off-airport emergency landing. During the winter, dress in layers, and bring along a coat, hat, gloves, and boots. Be sure your passengers have dressed appropriately for the weather, too. Now is also a good time to update your onboard survival kit with winter gear such as a sleeping bag and wool clothing.

#5: KNOW YOUR ALTERNATES

It may sound like a no-brainer, but always get a complete weather briefing before your flight, so you're not caught by surprise. Because winter weather can be unpredictable, make sure you have an alternate landing site in case you run into snow and ice. Filing a flight plan will ensure that someone knows where you're going, which can make all the difference when it comes to emergencies.

Preparing for icy or windy landings is another top concern in the winter, which is why it's a good idea to check NOTAMS for braking action reports. While you're at it, consider calling the FBO or airport manager ahead of time to get the most recent field conditions at your destination. It doesn't take long for runway surfaces to become contaminated with ice, frost, snow, or slush, making landings hazardous.

GET READY FOR WINTER FLYING FUN

As you can see, you don't *have* to put your airplane into hangar hibernation during the winter months. With the right equipment and careful preparation, you can stay safer in the skies and enjoy all the rewards of winter flying!

What are some of your favorite winter flying destinations? Let us know on [Facebook](#), [Instagram](#), or [Twitter](#).

Editor: This is from URL: <https://hartzellprop.com/how-to-prep-for-winter-flying/>

Mistakes Happen

-- FAA Safety Briefing

How the FAA's Compliance Program Promotes Accountability for All Pilots.

By Jeffrey Smith, FAA Flight Standards Safety and Compliance Team

Mistakes happen." Certainly not a profound statement and there are plenty of affirmations that can be found about mistakes, how to recover from them, and how to learn from them. One that I particularly like is, "Mistakes have the power to turn you into something better than you were before." Seems like great advice for life overall! But what about when mistakes happen in aviation? Do we view them from the same perspective as we do for mistakes in other areas? How should we react to them? And, of course, how does the FAA treat mistakes committed by student pilots and instructors?

Despite all of the encouraging phrases about mistakes, people generally strive to not commit them in the first place. This reminds me of another quote: "An ounce of prevention is worth a pound of cure." This is very true in aviation where even simple errors can have disastrous and deadly consequences. So how do you and I prevent mistakes from occurring in the first place? Well, the regulations are a good place to start as a minimum baseline for safety standards. From the general aviation pilot's perspective, [Title 14 Code of Federal Regulations, Title 14 \(14 CFR\)](#), parts 61 and 91 contain a wide range of requirements intended to support safe operations in the National Airspace System (NAS). And while regulations present the minimum requirements, our obligation as good and safe pilots also includes looking at risk that extends beyond the regulations.

Our obligation as good and safe pilots includes looking at risk that extends beyond the regulations.

For example, it is critical to maintain knowledge of the aircraft you are operating to include limitations, V-speeds, system operations, and emergency procedures.

Do you have a way to ensure familiarity when you fly in a different aircraft? Knowledge of the airports you intend to operate at is also critical, as is weather and enroute airspace. External pressure to arrive at the destination by a certain time can influence our willingness to accept risk. And this brings us to another applicable quote, "know thyself." Your mental and physical state should certainly be a factor in your go/no-go decision-making. Further, the baseline regulatory limitations may not be enough for you given your current experience and proficiency level.

So how do we take the above and turn it into action that helps prevent mistakes? As pilots, we should be executing repeatable processes for every flight. Using a checklist is probably the most basic and familiar way to do this. Checklists provide items to inspect and actions to perform during all phases of flight. But do you have a checklist or other method that covers all applicable pre-flight preparation items? This can include checking past, current, and forecast weather, ensuring acceptable weight and balance, reviewing NOTAMs and TFRs, offering proper passenger briefings, and confirming you have your necessary documents (e.g., pilot certificate, medical certificate, and photo identification). Incorporating the PAVE and IMSAFE acronyms into your preflight routine can also be beneficial. When it comes to personal minimums, do you review those before each flight and update them as needed? Further, do you have a post-flight assessment process that has you challenge yourself on how you could improve before the next flight?

To help prevent mistakes, pilots should be executing repeatable processes for every flight, like using a checklist.

We need consistent and systematic methods of ensuring safety as noted above (e.g., checklists, personal minimums, etc.). Maintaining safety should not be based on luck. If luck is your strategy, you may want to examine that before — as the saying goes — "your luck runs out." But sometimes, despite our best efforts, mistakes do in fact happen. So how should we react?

(Continued on page 6)

Newsletter Editor

-- Art Howard

This newsletter is a little late. Been challenged recently!

First I caught COVID-19 on Thursday, September 21, 2023, The next Sunday I was totally wiped! Spent most of the day in bed. Fever was running around 100.7 F. Monday and Tuesday I still had a fever but was able to move around. I went to the VA Rochester Outpatient Clinic on Tuesday and was tested positive for COVID-19 and they put me on Paxlovid. That started the recovery, but I did not have very much energy for several days.

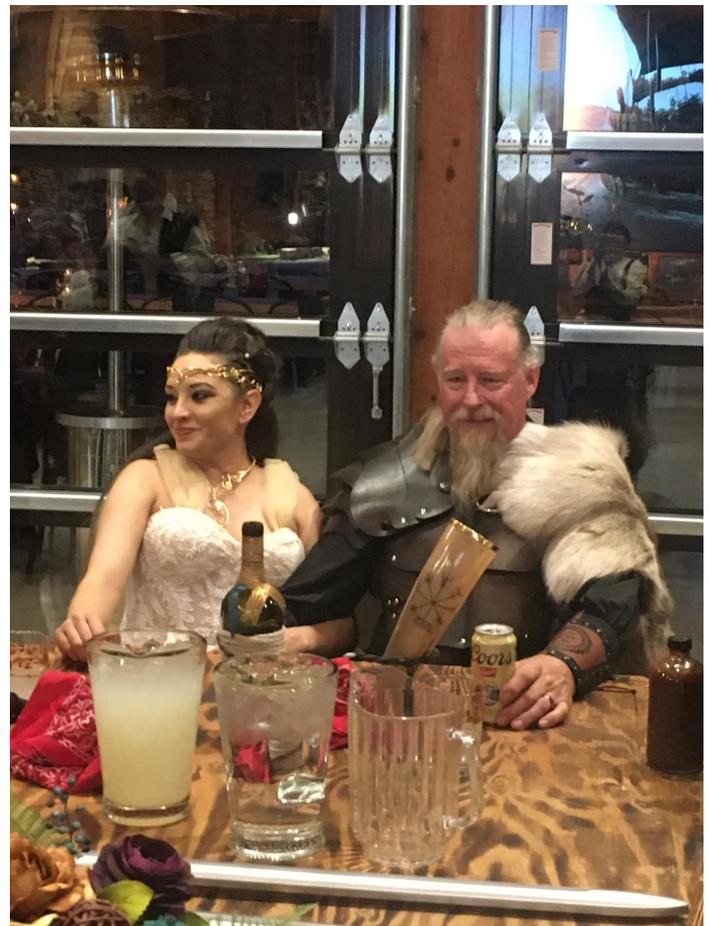
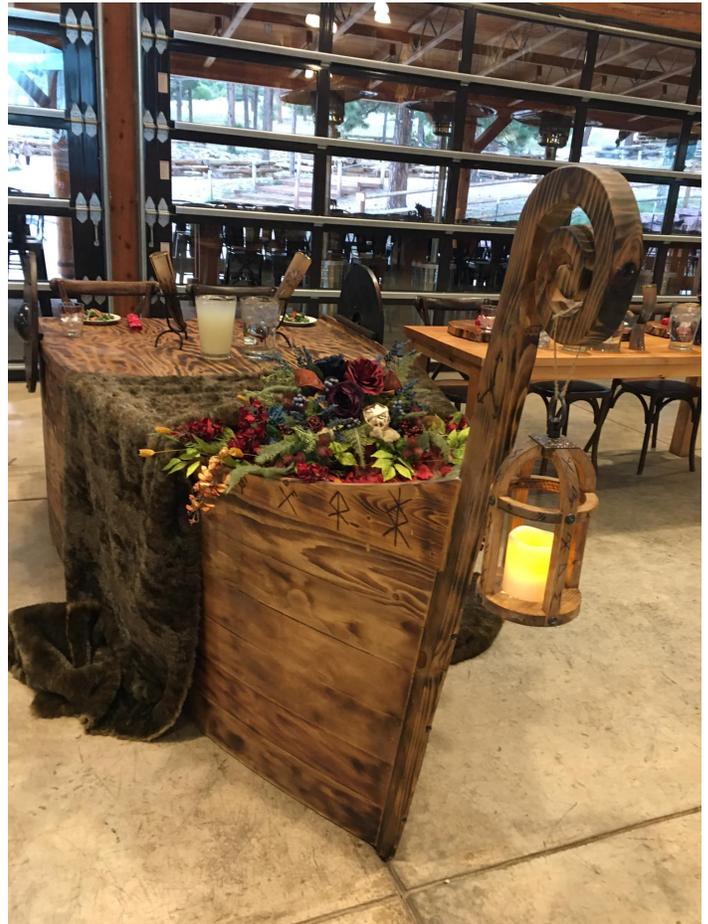
By Wednesday, October 4, I was about 90% recovered and was supposed to be traveling to Colorado Springs for my son's wedding. So we climbed aboard my trusty Piper Cherokee and flew away! Still had some stuffiness in my head which created some challenges clearing my sinuses both going up and coming down, but managed to keep my hearing working.

We flew into Colorado Springs (KCOS) elevation 6,187 feet MSL. We climbed to 10,000 feet after leaving Kit Carson County airport (KITR) for Colorado Springs. We put my new Aerox system to good use. I was in the high 80s and Jean was in the mid 80s on %SpO₂. Once on the oxygen we were both back in the mid 90s. What a nice system for us older folks! Probably younger pilots and passengers also need this for long flights. Just because the FAA has a flight rule above 12,500 feet for 1/2 hour or more ([14 CFR 91.211](#)) does not take into account the actual needs of individual folks. Having a Pulse Oximeter in your flight bag is a real help!

The wedding itself was something else. It was a Viking themed wedding held at the [Flying W Ranch](#), 3330 Chuckwagon Road, Colorado Springs, CO 80919. My son, Art Jr., built the wedding table as a Viking ship. Meet Art and Tima Howard in the picture on the right.

We had good weather both for the flight out and the return flight on Monday, October 9.

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

(Continued from page 4) - Mistakes Happen



First, we must address any immediate safety concerns. These concerns can be wide-ranging and, at the extreme end, involve an in-flight emergency. This is not the time to dwell on how the situation came to be or the potential reaction from your pilot peers or the FAA. For instance, if you're running low on fuel, please do not waste critical time wondering if you erred in your pre-flight calculations, if your instructor will be disappointed, or if your certificate will be in jeopardy. Rather, focus on finding a nearby alternate landing location. Remember,

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.

ATC can be a real lifesaver in this situation. As a good practice, you should have the contact frequencies for your areas of flight or at least know how to quickly determine those frequencies from your electronic or paper-based navigation products. In all cases, your main focus should be on addressing the emergency and landing safely.

Other in-flight concerns may not be life-threatening but can necessitate immediate action. Realizing you have flown into controlled airspace without a clearance is a good example. Take steps to exit the airspace, if able, and attempt to communicate with ATC. Trying to evade detection will only increase the immediate safety risk and will ultimately result in a strong reaction from the FAA.

Editor: For the complete article please see URL: <https://medium.com/faa/mistakes-happen-bb4034d682ad>
