



EAA Chapter 100
December 2020 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.



Press Release – Federal Aviation Administration Clears Santa One for Christmas Eve Flight

-- FAA.gov

Editor: This Press Release is almost a year old but still contains pertinent information for flying.

For Immediate Release

December 18, 2019
Contact: Paul Takemoto
Phone: 202-267-4755

Santa Equips Rudolph with Satellite-Based Avionics; Will Also Use Drones

WASHINGTON – The [Federal Aviation Administration](#) (FAA) today cleared the Santa One sleigh for its around-the-world flight on Christmas Eve after properly installing [Automatic Dependent Surveillance – Broadcast](#) (ADS-B) avionics in Rudolph’s nose.

“This state-of-the-art technology will enhance Santa’s safety and increase his efficiency while delivering toys to children around the world, provided they are good for goodness sake,” said Administrator Steve Dickson.

The ADS-B avionics, which will enable FAA air traffic controllers to track Santa’s location with pinpoint accuracy, will be required in all aircraft flying in

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certain, controlled airspace on January 1.

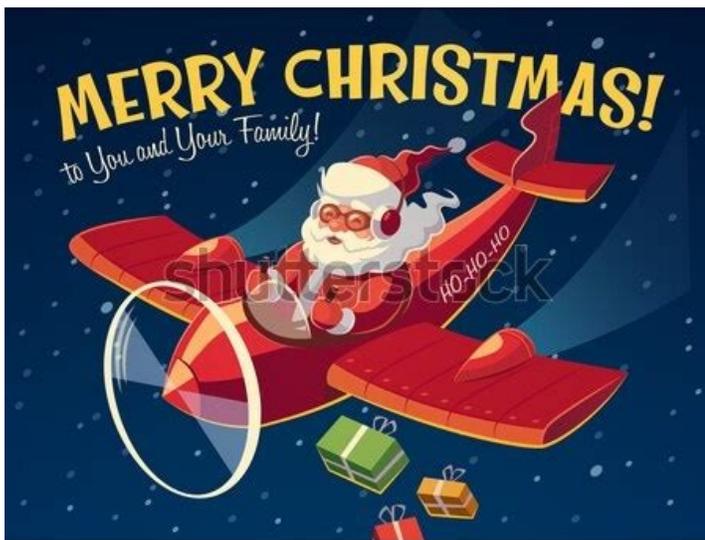
FAA inspectors noted that Santa did his homework. Despite flying a week before the mandate, he already knows which [airspace](#) will require ADS-B avionics. Before purchasing his avionics, he consulted the [FAA's list of certified equipment](#) and had it installed in Rudolph's nose by a certified installer. Within 60 days of the installation, Santa One was [flown and validated](#), though at night, while children were asleep, to avoid confusion.

For the first time, Santa will also use [Unmanned Aircraft Systems](#) to help deliver presents to good children. "I'm not getting any younger," he said. "Also, to be honest, the whole internet thing is a little intimidating. I'm old school - toy shop, no web site, deliver things myself, etc. But the [FAADroneZone](#) was the bomb.com."

Santa noted that each of his drones weighs less than 55 pounds, so he received authorization under the [Part 107](#) rule. The drone deliveries will be mainly for stocking stuffers, with larger gifts delivered, as always, by sleigh. His operations will be conducted within visual line of sight, but he received a special waiver to conduct operations at night.

"Ho ho ho," Santa said. "Merry Christmas!"

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Secretary Comments

-- Jeff Hanson

EAA Chapter 100

Chapter 100 meeting 11-13-20

November meeting minutes:

9 people attended.

Elections were held:

- Jim Owens - President
- Dwayne Hora - Vice President
- Chris Budahn - Treasure
- Jeff Hanson - Secretary
- Art Howard - Web Master & Newsletter Editor

Great Round Table discussion.

Two members gave their reports on Minnesota Passport Stamps

- Brad Anderson - 30 airports to go and will resume next year
- Art Howard - Completed Minnesota Passport Stamps and submitted to MN Aviation DOT

One aircraft flew in for the meeting, N5438W, Art Howard, from Red Wing Airport.

Respectfully submitted for Jeff Hanson, who could not attend.

Sincerely,

Art Howard



Airplane Camping

-- Art Howard

Airplane camping in November! Yes, just completed a trip to Florida to check on the sailboat, Samana, and do some servicing. COVID-19 and all the closures is preventing us from cruising to the islands this winter season, so we are home for a winter in Minnesota.

So where did we camp? A great little airport with both a hard surface runway and a grass runway. The name of the airport is Arcadia Municipal (X06), Arcadia, FL.



We used Arcadia as a base of operations for flying to and from two other airports in Florida. The first was to Indiantown ((X58), Indiantown, FL where we had a friend pick us up and take us to the Indiantown Marina for the boat work. That flight left some green stuff on the airplane as the Indiantown airport needed to have the runway grass cut. They were getting lots of rain from the passage of Atlantic weather systems so were not cutting grass as often as needed.



The airport has a nice camping area with a shelter, fire

pit, fire wood supplied, and restroom and shower building, all for \$10.00 a night. You can find additional information on the RAF (Recreational Aviation Foundation) Airfield Guide [website](#). This is a great resource if you have an interest in airplane camping in the USA.



There is a Taco Tuesday fly-in every week. Gas is 10 cents off that day, also. We left there Tuesday, after we had tacos, with the associated "social distancing" and mask wearing while in line to order.

28:50 hours of flying time and three instrument approaches logged for the flight to and from Florida. Minnesota gave its usual reception for winter time flying with a night approach with rime ice into Red Wing Regional airport on Thanksgiving evening.



I took this picture while wearing my red headlamp I use when flying at night. There is about 1/4 inch of rime ice on the temperature probe. We were at 6,000 feet above the clouds and picked up the ice during the instrument approach

into Red Wing. We were not in the clouds that long and no icing was in the forecast! It was a great flying trip.

Winter Flying for Airplanes and Pilots

-- Hal Bryan

Editor: This is from EAA, November 15, 2018, [website](#)

As the first snows fall here in Wisconsin and the temperature drops well into the low double-digits, it's time to think seriously about winter flying. In this part of the country, storms tend to move through the area, so, between blizzards, you get a lot of beautiful days of blue sky and unlimited visibility. And this is not to mention the improved performance that all of that nice, dense, dry air brings with it.

I've lived in Oshkosh for several years, but I've done most of my 30 years of flying in places with much milder winters; so, when I wanted some tips about cold-air aviation, I sat down with EAA's Flight Training Manager Joe Norris, a longtime pilot and CFI who regularly flies year-round. It was a good discussion, and we came up with a few tips to make sure both airplane and pilot are well-prepared.

The Pilot

Any time we fly, we have to consider the possibility, no matter how remote, of an off-airport landing. On a nice and sunny summer day, landing in a field somewhere could often be simply inconvenient, with the biggest problems behind you once you safely get out of the airplane. In the short and bitter cold days of winter, that inconvenience could quickly turn in to a legitimate survival situation, so keep that in mind as you plan your route.

So, what do you bring with you? Well, there are the obvious common sense things like a jacket, hat and gloves, a survival blanket, some food and water, a fire starter of some kind, and a multi-tool like a Leatherman or a Swiss army knife. A dedicated tool for cutting seatbelts and shoulder harnesses is a good idea, as is another one for breaking your way through a cracked or jammed canopy.

You should think about a backup battery and/or a solar or hand-cranked charger for your cellphone, or, if you're flying in a really remote area think about investing in a

satellite phone or messenger device. Signaling devices are smart, too, like a mirror, chemical light sticks and maybe a flare gun. There's a company that makes a giant reflective streamer, billed as a passive signaling device that looks promising as well.

Don't Forget Your Feet

Some pilots are pretty particular about what kind of shoes they wear in the cockpit, but thin, light shoes that are great for rudder pedals are terrible for hiking back to civilization. Get a decent pair of boots, and do some practice taxiing and pattern work in them before you head off on a mid-January cross-country.

Don't Bring It – Wear It

The most important thing about what you bring isn't what you bring — it's where you put it. That multi-tool doesn't do you any good if it's in the baggage compartment and you need it to help extricate yourself from the cockpit after an off-airport landing. Get a jacket, or at least a vest, with lots of pockets, and keep the things you might need most on your person at all times.

Remember the bush pilot's maxim: "If you're not wearing it, it's just camping gear."

The Airplane

As much as airplanes love to fly in cold air, the oil in your engine isn't wild about it. As temperatures drop, the oil gets thicker and more viscous, and it becomes much harder to circulate it through the engine. The fact that metal components of the engine itself will contract, even slightly, in the cold can compound the problem, especially in areas of already close tolerances. Because of these things, we need to think about warming the engine and keeping it warm.

A Heated Hangar is a Happy Home

The best thing you can do to prepare your airplane for winter flying is to keep it in a heated hangar. If you're planning a winter cross-country and need to overnight along your route, try to make arrangements for a hangar, even if it costs a few bucks. If the airplane does end up outside overnight, be sure to check for frost. The rule of thumb for frost is this: if you can see it or feel it, you need to remove it. Brush it off with a broom, or get the airplane into a heated hangar for even half an hour

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or so. And remember that there might be moisture in places you can't see, so be sure to carefully check for full control travel, inspect your wheels and brakes, etc. And while you're looking at the wheels, check your tires — cold temperatures bring low tire pressures.

The Engine Deserves a Blanket Too

If you're going to a fly-in or for a \$100 hamburger and the airplane is going to sit out in the cold for a few hours, bring an engine blanket and install it after you park. This will trap some residual heat and slow the engine cooling considerably. Not only that, if you do end up off-airport, an engine blanket actually makes a great mini-shelter if you just pop your head through the hole where the prop normally goes. You'll look silly — not to mention warm, happy, and alive.

Warm it Up Before You Start it Up

Preheating the engine is an option as well, and is generally advised when the temperature is less than about 45 degrees F (7 degrees C). While some airplanes that are regularly used in cold weather may have electric preheaters built in, it's more common to find a gas-fired or electric preheater. Some of the electric ones have thermostats and/or timers and can be safely plugged in the night before you fly, and some people have developed remote triggers where they can send their preheater a text message and turn it on or off remotely.

In a pinch, an engine blanket and trouble light with an incandescent bulb can help warm things up. Using carb heat while the engine is warming up can help incrementally, too, but bear in mind that carb heat air isn't usually filtered. This means that you don't want to do this if you're parked in the dirt or on a snow covered ramp, because you'll risk pulling debris or moisture into the engine.

Winterize It

There are factory winterization kits available for a lot of airplanes that cover the oil cooler, restrict airflow to the cylinders, and otherwise plug some of the holes. In the E-AB world, you may have to experiment a bit. Plenty of pilots find that some judiciously applied duct tape can make a big difference. One word of advice if you do use the duct tape method — remove it after every flight. If you leave it on all winter, then it might be stuck on for

Newsletter Editor

-- Art Howard

So where did this year go. It is now December and hopefully all the problems of 2020 will be behind us soon in the new year.

My flying activity was up considerably this past year, in part because of working on the Minnesota Passport. I have logged over 200 hours in the last 6 months! The Piper Cherokee engine has been performing well. The engine hours continue to build. There are over 1352 hours SMOH that was performed by Walt Mount, now deceased.

Submissions to this newsletter are welcome from EAA Chapter 100 members. Please send articles and pictures to newsletter@eaa100.org.

Your newsletter editor, Art Howard

life, or, if you do get it off, then it'll take some paint with it.

Everybody's Got One

There are a lot of different ways to prepare your airplane for flying while frigid, and even more opinions about when and how they should be used. Just remember that safety always trumps convenience, and if you need some help or advice, talk to an A&P or an experienced CFI, just like I did. If you rent your airplane, then you should talk to whoever maintains it about their recommended winter procedures, what sort of oil they use, etc.

And, finally, revisit your personal minimums. You almost certainly have them already with respect to crosswinds, visibility, and ceilings, and density altitudes in the summer, so add minimum temperature to that list in the winter. For a lot of pilots in this part of the country, that minimum is somewhere between 15 and 20 degrees F (-9 to -7 degrees C). As with all personal minimums, set them and then respect them.

Items for Sale

Note: The following e-mail was received for inclusion in our Newsletter:

From: "aabebay@evertek.net" <aabebay@evertek.net>

Sent: Friday, December 6, 2019, 10:20:33 AM CST

Subject: Long EZ Project For Sale

Please forward this information to anyone that may be interested in purchasing a Project. I will no longer be able to get my pilot's license due to medical issues. The URL below will take you to my website that shows most of the components included in the sale. The price is \$3000, but I am open to partial or complete trades (looking for enclosed trailer or SCCA project car), open to all offers, the worst I can do is say no. I can store this project until spring if needed. Please email with any questions, or use the reply box on the website.

<https://longezforsale.godaddysites.com/>

Thank You,

Allen

Editor: The airspace depicted below shows where you need ADS-B out. There is a lot of airspace where you **do not need** ADS-B out, including KRST and KTOB. (FAA)

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 next summer in 2021. Hopefully, this event will occur next year.

