



EAA Chapter 100
July 2017 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.

EAA Chapter 100 Upcoming Events:

(Reference "Events" [on our website](#))

1. Sunday July 2nd – Austin, MN – [Fly In Breakfast](#).
2. Sunday July 2nd – Emmetsburg, IA (KEGQ), 98 nm, Pancake and Omelet Breakfast.
3. **July 8th Saturday – Chapter Fly In** ~0900. KTOB, 0 nm, Dodge Center.
4. Sunday July 9th – Airlake Airport (KLVN), 40 nm, Flight Breakfast.
5. **Thursday-Sunday July 13th-16th, Rochester (KRST), Ford Tri-Motor Tour Stop, Chapter 100 sponsored event. More volunteers welcome.**
6. Saturday July 15th Saturday -- Rushford Flight Breakfast. Rushford, 55Y, 30 nm from RST or 45 from TOB,
7. Saturday July 15th – Flying Cloud (KFCM), 56 nm, Airport Flight Breakfast
8. AirVenture July 24-30
9. **Sunday August 13th – Chapter Picnic and Fly in.** Eat at noon, it's all catered so just come and enjoy the hangar and blue sky flying.
10. August 11-13, Spencer, IA (KSPW), 115 nm, Doug Yost Aerobatic Challenge
11. Saturday September 23rd, Rochester (KRST), 16 nm, – Young Eagles Rally. We will need all the help we can get.
12. Saturday September 23rd – Rochester (KRST), 16 nm, General Aviation Picnic/Party

Volunteer slots are full for the EAA Ford Tri-Motor event which is at RST July 13-16. But more volunteers would be welcome. Please go to <http://www.signupgenius.com/go/4090c4ca8ab2da2fb6-ford> and pick your volunteer date and time slot(s). The more volunteers involved, the more fun these events are. The link takes you to the "Sign Up Genius" website and you will need to sign in with your username and password. If you have used this site before your old information will still work. If not, just make a new account.

Our Flight Breakfast: Even with poor weather, our Flight Breakfast was a success. We served 653 people (including volunteers and pilots). 22 aircraft stopped in. Our Gross income was \$ 4,343 (including \$232 in donations and 80 in sales to members). Total expenses are not all in yet, but last year they were below \$2,000, and Tom expects it to be similar this year.

Free Transponder: Rob Anglin has an old King KT76A transponder which was removed from his Cardinal after he installed ADS-B. It works fine but is not ADS-B compliant. If anyone would like it (free), give Rob a call at 202-2205. I'll put more pictures on the "[Classified](#)" section of our website.



Warbird Dual: The below information is from an email the chapter received concerning dual in warbirds:

I am emailing because you are an EAA chapter local to the Twin Cities. I am an EAA/Warbirds member (398545). Our company "T-6 Victory" has a North American T-6 (actually an SNJ) based in New Richmond that is available for flight instruction.

I previously emailed you last year, regarding riders to share costs, as I built time in the airplane. Our company is now operational, primarily using the airplane as an airborne classroom for our corporate leadership training program. But we are also making it available for flight instruction. Initially, students would fly from the back seat, but with demonstrated proficiency may move to the front.

We fly with multiple warbird owners in the MSP area (T-6, T-34, T-28), and so formation flying may be an option as well. We have an FAA Air Tour LOA (with formation flying waiver) with the North Texas FSDO, and are working on the same with the MSP FSDO, so sight-seeing rides should be available to non-pilots soon.

The aircraft had an annual June 2nd, has current parachutes, and has about 500 SMOH on the engine and prop. Cockpits are pretty much stock WWII configuration. As for me, I have 140 hours in this SNJ, and around 3700 total hours, of which 3300 are military (mainly USMC F/A-18). I have previously instructed in sailplanes and F/A-18s. I am a CFI and ATP, although my general aviation flying is fairly limited.

Thank you for your time. Fly safe,

Chris Koelzer
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Fire Extinguishers: Information on in cockpit fire extinguishers. Bottom line – don't use a dry chemical one like what you have at home. From AvWeb:
<https://www.avweb.com/news/features/Fire-Extinguishers-Halon-Not-Dry-Chem-229116-1.html>

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