



EAA Chapter 100 March 2023 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.

March Meeting

– Dwayne Hora

Reminders:

Art was late with this Newsletter. His story as to why is in his column.

Dwayne Hora
EAA Chapter 100
President



FAA Winter Flying Tips

-- FAA

Editor: This is a continuation taken from FAA Winter Flying Tips P-8740-24.pdf. For the complete article please use url: <https://www.faasafety.gov/files/gslac/library/documents/2020/Oct/262416/FAA%20Winter%20Flying%20Tips%20P-8740-24.pdf>

Operation of Aircraft

Letdown

Engine Operation

During letdown, there may be a problem of keeping the engine warm enough for high power operation, if needed. It may be desirable to use more power than normal, which may require extension of landing gear or flaps to keep the airspeed within limits. Carburetor heat may also be necessary to help **vaporize fuel and enrich the mixture.**

Blowing Snow and Ice Fog

Blowing snow can be a hazard on landing, and a close check should be

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A Note from the Treasurer

-- Chris Budahn

Just one final reminder that the chapter dues are \$10 per year. I'm looking forward to an active year with a strong chapter. It will be exciting to watch the progress of those who have started build projects recently.

Happy Flying,

Chris Budahn
6525 County 30 BLVD
Kenyon, MN 55946



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maintained throughout the flight as to the weather at destination. If the weather pattern indicates rising winds, then blowing snow may be expected which may necessitate an alternate course of action.

Ice fog is a condition opposite to blowing snow and can be expected in calm conditions about -30 degrees F and below. It is found close to populated areas, since a necessary element in its formation is hydrocarbon nuclei such as found in automobile exhaust gas or the gas from smokestacks.

Both of the conditions described above can form very rapidly and are only a few feet thick (usually no more than 50 feet) and may be associated with clear en-route weather. Pilots should always make a careful check of the current and forecast weather, as well as make a preflight plan for alternate courses of action.

Landing

A landing surface can be very treacherous in cold weather operations. In addition, caution is advised regarding other hazards such as snow banks on the sides of the runways and poorly marked runways. Advance information about the current conditions of the runway surface should be obtained. If it is not readily available, take the time to circle the field before landing to look for drifts or other obstacles. Be aware that tracks in the snow on a runway do not ensure safe landing conditions. Often snowmobiles will use runway areas and give a pilot the illusion that aircraft have used the airport and the snow is not deep.

Ski wheel combinations are popular and very convenient; however, forgetting to use the landing gear appropriate to the runway surface can be embarrassing. In level flight, due to their relatively "dirty" profile, skis will cut cruising speed to some extent. In addition to some loss of aerodynamic efficiency, skis have other disadvantages. They require more care in operating because bare spots must be avoided to keep from wearing the bottom coating of the skis, although the bottom coating must be renewed on some skis periodically. There is now an anti-friction tape that is very useful for this pur-

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Secretary Comments

-- Jeff Hanson

EAA Chapter 100

Chapter 100 meetings

Here are the minutes from both the monthly meeting and business meeting.

Chapter Meeting

- 11 members present
- There was group discussion about possibilities of building a new hangar, leasing space, and repairs to the existing hangar. Setting up a committee to explore new hangar options was also discussed. No action were taken or voted upon at this time.
- The topic of chapter functions and events was discussed at length. We would like members to list things they would like to see or events they would be interested in along with knowledge and/or skills they can offer to help make these things happen. There will be further discussion at meetings to follow.
- Members voted to approve putting together a member contact list containing information on building and flight experience for a resource to be utilized by other chapter members who are actively working on projects and are looking for assistance.
- Member project discussion followed.

Brad brought in one of the completed aprons. They look good.

2-28-23 Business Meeting

- There was no set agenda so the majority of the meeting was spent discussing this year's pancake breakfast.
- We plan to adjust breakfast prices to \$10.00 for adults and \$5.00 for kids to simplify the cash flow.

Jeff is planning on refining the aircraft parking situation and will be looking for volunteers closer to the event to help work out the details.

Respectfully submitted,

Jeff Hanson

Chapter Secretary

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pose. Skis equipped with the anti-friction coating do not freeze to the surface like those that expose bare metal to the snow. Another method of keeping skis from freezing to the snow is to taxi the aircraft up onto poles placed across and under the skis. This prevents them from touching the snow for most of their length.

Extra care in use of skis during takeoff and landing is also recommended. Rutted snow and ice can cause loss of ground control, even failure of skis or landing gear parts. Deep powder snow can adversely affect ski operation. Prolonged takeoff runs in deep powder are expected and it may be deep enough that no takeoff is possible under existing conditions. In this case, experienced operators pack a takeoff path with snowshoes, or taxi back and forth until an adequately packed runway is available.

Post-Flight

The following are items to consider before leaving the aircraft after the flight:

- As soon as possible fill the tanks with the proper grade of c-lean aviation fuel, even if the aircraft is going into a heated hangar.
- If the aircraft is to be left outside, put on engine covers and pitot covers.
- If the weather forecast is for snow or clear and colder, put on rotor, or wing covers and save yourself from a snow or frost removal job in the morning.
- Control locks or tied controls are suggested if the aircraft is left outside, and there is a chance of high wind conditions. Tiedowns are also suggested in high winds.
- If the aircraft is equipped with an oil dilution system, consider the advisability of dilution of the engine oil. If it is decided to dilute, manufacturer's recommendations should be carefully followed commensurate with the temperature expected.
- During engine shutdown, a good practice is to turn off the fuel and run the carburetor dry. This dimin-

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ishes the hazard of a fire during preheat the next morning. *Editor:* With a Tanis heating system, one would not worry about carburetor fuel leaking and being ignited by the external heating process.

Survival

After a crash landing, it is best to leave the aircraft as soon as possible. Take time to analyze the situation and help others. Take care of any injuries first. Stay away from the aircraft until all gasoline fumes are gone. Sit down and think. Keep in mind that survival is 80 percent mental, 10 percent equipment, and 10 percent skills. Since mental factors are the number one problem, establish a goal to conquer regardless of the consequences. Don't have "give-up-itis" or a "do-nothing attitude." Don't run off without taking time to think out each problem. Don't imagine things that are not there. There are basic fears in each of us. They are:

- Fear of the unknown
- Fear of darkness
- Fear of discomfort
- Fear of being alone
- Fear of animals
- Fear of death
- Fear of punishment
- Fear of personal guilt

Points to remember:

- Your MIND is the best tool for survival. USE IT!
- The number one enemy is yourself.
- The number two enemy is injuries.
- The number three enemy is temperature.
- The number four enemy is disease.

Whether to stay with the aircraft or start out on foot may be a major decision. Did you file a flight plan? If you did, it may be best to let them find you. Is your emergency locator transmitter operating? Do you have a survival kit? Don't fight a storm. Stay put and find shelter. Most storms are of short duration. What do you have in the aircraft that can be used to aid in survival?

Other tips:

- The compass will keep you going in one direction.
- Gasoline will help make a fire.

- Oil can be used for smoke signals.
- Seat upholstery may be used to wrap around feet or hands.
- Wiring may be used for tie strings.
- The battery may be used to ignite fuel.
- Use whatever is available to protect the body from the loss of heat; don't waste body heat by eating snow.
- Make a fire and heat water before drinking.
- You can conserve energy to last three weeks if you have water and stay dry – body heat can escape 240 times faster from wet clothing than from dry clothing.
- It is best to eat small amounts of sugary foods to replace the energy lost through body heat.

A good survival kit is well worth its weight. The following would be a useful kit; however, you can assemble an inexpensive survival kit of your own. First you need a metal container with a lid. This container can be used to heat water, make tea, use as a digging tool or polished as a signal mirror. In addition, you need:

- Boy Scout knife.
- Small candle.
- Box of matches (wrapped in plastic).
- Leaf bag (pull over head, cut hole for face).
- Garbage bag (step in, pull up and tuck in pants or tie around waist). You now have body protection from heat loss.
- Sugar cubes (wrap in plastic, 6 to 12 cubes).
- Plastic tape.

The list above is only a sample of what can be done. Use your own innovation and remember that survival depends upon you.

Editor: And thus ends this series in the March Newsletter.

Note: Even in March, there can be cold winter temperatures!

Newsletter Editor

-- Art Howard

OK, so why is this Newsletter late and I did not attend the March meeting?

I was attending a two week class at Venture North Aviation, LLC., at the Cloquet/Carlton County Airport. It was the accelerated two week, 10 day CFI and CFII training course. The prerequisites are the written test which must be passed first and you need a logbook endorsement for CFI—Stall/Spin training. I passed all three knowledge tests back in December and had the spin training in the Extra 300 in Florida in January. The intensity of the two week accelerated class is high. I lost about 4 pounds!

During each week we flew so I could train and pass on the practical test maneuvers. The oral work was presenting power point lectures with questions as needed from the Designated Pilot Examiner. I took the flight CFI Practical Test Standards on Monday, March 6 and failed. After more training, I retook the part I failed on Tuesday, March 7 and passed. The flight CFII Practical Test Standards was on Tuesday, March 14 and I passed the first time! What a relief from the intensity of the two week course!

On days the weather was bad, I worked on power points. When the weather was good we flew maneuvers. It was a real challenge flying from the right seat after flying so many years in the left seat. There were a lot of memory motor skills I had to learn all over again. On my first landing, when I went for the brake, my right hand hit the right side of the aircraft! Opps! That hand is supposed to be on the wheel and the left hand is for the brake and throttle on my aircraft when flying in the right seat!

Just to give you an idea of how much effort went into this, I logged 55 hours of flight time in N5438W over the last 30 days!

I have started on my next effort and that is starting an IMC Club. I have contacted EAA HQ and am scheduled for a virtual conference on Tuesday, March 21 for the IMC Club work. I will get more information from this meeting on what is needed to get the IMC Club setup and running.

I will be talking with Dwayne Hora on setting up monthly meetings, with support from our Chapter. More work to be done. The IMC Club requires a CFII to be at the meetings. Since Dick Fechter has gone west from cancer, we have not been able to have an IMC Club. I hope to get one started again. However, we need some chapter members to help with the IMC Club. Let Dwayne or myself know if you can help. I hope to understand the tasks better after the virtual conference next week.

On a pleasant flying note, it is March and the weather is starting to warm up. For those pilots who have not flown all winter, time to brush up on getting back in the air. Do a through preflight. One never knows what animal or bird took up residence in the aircraft over winter. Summer flying season is just around the corner!

See you around the patch

I need more articles from the membership. Please send your articles and pictures to alhowar@attglobal.net.

A SPRING TRAINING WORKSHOP FOR GA PILOTS

-- FAA.gov

Editor: For the full announcement, please go to:

https://www.faa.gov/airports/runway_safety/media/flight-deck-live.pdf

MAY 19, 2022, FROM 1:30-4:00PM ET

On May 19, the FAA will host a virtual workshop event: **From the Flight Deck LIVE: A Spring Training Workshop for GA Pilots.**

WHO SHOULD PLAN TO ATTEND?

The FAA invites general aviation pilots to join in this “spring training session” so that everyone feels prepared to take to the skies after spending time away from the cockpit. Acting FAA Administrator Billy Nolen will provide the opening remarks.

WHAT WILL I LEARN?

Discussion topics by pilots and air traffic experts will include knowledge of runway geometry and signage,

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Hot Spot Standardization, Arrival Alert Notices, rusty pilot issues, pilot inattention, and more. The workshop panels will remind pilots about runway procedures, provide information to preempt airfield errors, and ultimately focus on lowering the potential for accidents.

HOW TO PARTICIPATE:

YouTube livestream link (non-WINGS credit): <https://youtu.be/GHRGOE9EG00>

Zoom link* (WINGS credit): <https://faavideo.zoomgov.com/j/1613530971>, Password: 484283

*Note: Please only use the Zoom link if you are interested in receiving WINGS credit. All other participants should use the YouTube livestream link to attend.

Specifically, the event will include four safety panel discussions:

- ▶ What We See on the Runways Today
- ▶ New Runway Safety Tools
- ▶ The Danger of Rust and Inattention
- ▶ From the Flight Deck and From the Tower

For more information, contact digital@faa.gov



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.



<https://www.pexels.com/search/airplane/>