



EAA Chapter 100 February 2021 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.



UFO Identified as Lake City, Minnesota Pilot

-- Art Howard

Lake City resident Art Howard has joined the [UFO](#) (United Flying Octogenarians). He flew his plane on January 19, 2021 at the Red Wing Regional Airport at 80 years old and became a new member of the UFO.

Started in 1982 by a group of about 25 aviators over the age of 80, today the UFO has a membership of over 1600 men and women. When each of their members joined, at the age of 80 or older, they were still flying. Today, many of them are no longer at the controls of an aircraft, but their love of aviation still binds them to this elite group. Their oldest member is 106. An international, non-profit organization, UFO has members in the United States (including Puerto Rico and the US Virgin Islands), Canada, Australia, Norway, France, UK, New Zealand, and Switzerland.

To be eligible for membership, you must have flown an aircraft as PIC (Pilot in Command) on or after your 80th birthday, in compliance with the regulations required of your aircraft. You could have been licensed in whatever manner your aircraft requires, and actively flying an airplane, glider, helicopter, ultralight, balloon, or similar aircraft on or after your 80th birthday.

Howard says he will continue to fly, health permitting. He has been flying for over 52 years and received the 'The Wright Brothers "Master Pilot" Award' in 2018 from the Federal Aviation Administration. His next long-distance flight is planned in April to attend SUN 'n FUN Aerospace Expo in 2021! They have all the pandemic safety procedures in place for this year's show, so that you can

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(Continued from page 1) - A Tribute to the Forgotten Mechanic

get back to safely enjoying airshows again this April 13-18 at Lakeland Linder International Airport, Lakeland, Florida.



Yes, that is a pretty big grin while wearing my new flying jacket from the Minnesota Department of Aeronautics for completing flying to 130 airports in Minnesota. Also the brand new cap from UFO. Really had a big day!

ATC: "Cessna G-ABCD What are your intentions? "

Cessna: "To get my Commercial Pilots Licence and Instrument Rating.

ATC: "I meant in the next five minutes not years."

(Transmission as a DC-10 rolls out long after a fast landing...)

San Jose Tower: American 751 heavy, turn right at the end if able. If not able, take the Guadalupe exit off of Highway 101 back to the airport.

Secretary Comments

-- Jeff Hanson

EAA Chapter 100

Chapter 100 meeting 01-08-21

Here are my notes from the January meeting:

11 chapter members and 3 guests were present.

Jim noted that the laptop has been purchased and young eagle credits have been applied and also that a printer was donated so the purchase of one would not be necessary.

Member round table discussion followed until meeting adjournment.

Respectfully submitted,

Jeff Hanson

Chapter Secretary

Aviation Web Links

-- Dick Fetcher

Video Highlights Hold Short Instructions:

<https://www.youtube.com/watch?v=hvmVmu4o470&feature=youtu.be>

Great article for those building an aircraft:

[Maiden Flights in Homebuilt Aircraft | Flying \(flyingmag.com\)](http://flyingmag.com)

Hamburgers:

[Mason City Third Thursday BBQ - YouTube](https://www.youtube.com/watch?v=...)

Somewhat long, but interesting for some of us.

[Backing Up GPS - IFR Magazine \(ifr-magazine.com\)](http://ifr-magazine.com)

Backing Up GPS

This article first appeared in the January 2020 issue

Perhaps you've noticed "MON" above certain airports on your low-altitude en-route charts beginning in June

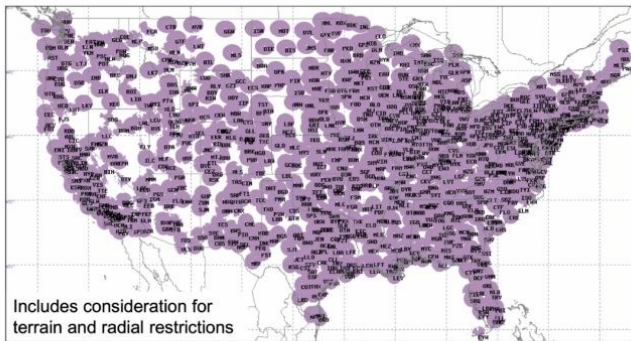
(Continued from page 2) - Aviation Web Links

2019. The 200 airports so annotated are specially chosen and sprinkled across the contiguous U.S. (CONUS),



FY15 FAA VOR Network Coverage

40 NM Service Volume at 5,000' AGL



VOR MON Program Update
April 24, 2019



Federal Aviation
Administration

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identifying them as part of the Minimum Operational Network (MON) of VORs and airports. Those MON airports are also listed in Chart Supplements.

Should GPS go dark, MON airports are planned as IFR safe havens. Each has at least one ILS, LOC, or VOR approach not requiring GPS, DME or, heaven forbid, NDB. A MON airport is rarely more than 100 NM distant. The other part of MON is a downsized VOR network that funnels you to a MON airport from anywhere in the CONUS if you are at or above 5000 feet AGL.

[Continue Reading](#)

Editor: If you fly IFR this is a great magazine to subscribe to and keep up to date on IFR items: www.ifr-magazine.com

[VOR closings – does anyone care? Except for when GPS goes down](#)

<https://www.boldmethod.com/learn-to-fly/navigation/the-faa-is-shutting-down-308-vors/>

Registering Your Homebuilt Aircraft

-- EAA

Editor: This is from the [EAA Website](#). You need to be a member of EAA to access this part of the EAA Website.

There are five steps required to register your homebuilt aircraft:

Step 1: Maintain a Builders Log (begin at start of project)

Every builder needs to maintain a builders log to document the construction of the aircraft. This will be your proof to the FAA that the aircraft was amateur-built. Simply record the date, time worked, and what was done each time you work on the project. Occasionally take pictures of you working on the project as visual proof.

Step 2: Purchase an Amateur Built Certification Kit from EAA (optional but highly recommended)

Kit includes everything you need to register and certify a new experimental amateur-built aircraft. Included are all FAA forms, 1 Experimental sticker (in black), a dataplate, and a convenient placard decal sheet as well as a 15-page, step-by-step Certification Guide that walks you through the entire process-and provides samples of how to complete each required form. To order, call 800-843-3612, or order online at the EAA Store by [clicking here](#). Price is \$12.99 for members.

Step 3: Reserve an N Number (optional; request anytime)

If you don't care what N number is assigned, skip this step. If you're like most homebuilders, you don't want your custom built aircraft to end up with some meaningless N number painted on the side. So go ahead and reserve a personalized N number for \$10 per year. [More information](#)

Step 4: Register your Aircraft (allow 90 days to complete)

You will need to submit the following forms to register your aircraft:

- AC Form 8050-1 Aircraft Registration Application (Not available online. Contact your local FSDO) [FAA Form 8050-2 Aircraft Bill of Sale](#) (Kit built aircraft only) [FAA Form 8050-88 Affidavit of Ownership for Amateur Built Aircraft](#)

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Step 5: Submit application for Special Airworthiness Certificate (allow 30 days to set up the inspection)

You will need to submit the following information:

[FAA Form 8130-6 Application for Airworthiness Certificate](#)

- Enough data, such as photographs or three-view drawings to identify the aircraft
- Weight and balance document

[Condition Inspection Form](#)

[FAA Form 8130-12 Eligibility Statement Amateur-Built Aircraft](#)

- A program letter identifying the aircraft and the area over which the aircraft will be tested
Here's a [blank program letter](#) as well as an [example of a completed program letter](#).

Step 6: Apply for your Repairman Certificate (Apply at time of original certification)

You will need to submit the following form to receive a repairman certificate:

[FAA Form 8610-2 Airman Certificate and/or Rating Application](#)

Additional Resources:

[Advisory Circular 20-27G Certification and Operation of Amateur-Built Aircraft](#)

[Advisory Circular 65-23A Certification of Repairmen \(Experimental Aircraft Builders\)](#)

[FAA Amateur-Built Aircraft Reference Material Directory](#)

ARTICLES

Homebuilder's Top 10: What aircraft registration mistakes do builders make?

To better understand the aircraft registration process I recently visited the FAA's Oklahoma City offices. During my visit I... [Read More >>](#)

Homebuilt Scrutiny: A guide to homebuilt inspections

As mentioned in previous articles, the FAA requires only one inspection of amateur-built experimental aircraft, which takes place... [Read More >>](#)

Before It Goes To The Airport

The temptation to haul your homebuilt to the airport as soon as possible is overwhelming . . . but, wait! A little more time spent on... [Read More >>](#)

Amateur-Built Aircraft Certification Inspection Guide

This document has been developed for use by Aviation Safety Inspectors (ASIs) and Designated Airworthiness Representatives (DARs) as a... [Read More >>](#)

FAA Forms for Registering and Certifying Your Homebuilt

You will need to submit the following forms to register your aircraft: [Read More >>](#)

Mastering the Paper Chase

Registering your aircraft in the Experimental Amateur-Built category isn't a quick and simple process, but it's not an... [Read More >>](#)

Overview of How to Register and Certify Your Homebuilt

Every builder needs to maintain a builders log to document the construction of the aircraft. This will be your proof to the FAA that... [Read More >>](#)

Sales and Use Tax When You Build a Homebuilt Aircraft An Overview

Almost every state has enacted a sales & use tax. Because these taxes are imposed and collected at the state level, and every... [Read More >>](#)

Editor: Please note that you need to be a member of EAA to access this article on the EAA Website.

COVID-19 Vaccine Reminder

-- FAA

Holders of FAA-issued Airman Medical Certificates or Medical Clearances may receive the Moderna COVID-19 vaccine; however, a 48-hour "No Fly/No Safety-Related Duty" interval must be observed after each dose.

Editor: Full article on [FAA Website](#).

Aeronautical Decision Making

-- FAA

Newsletter Editor

-- Art Howard

Editor: #FlySafe GA Safety Enhancement Topic at [FAA Website](#). The following is just an excerpt. For the complete article, please click [here](#).

The General Aviation Joint Steering Committee (GAJSC) contends that many general aviation (GA) accidents stem from inadequate aeronautical decision making (ADM) and resource management skills.

What is ADM?

A common thread among many GA accidents is the inability of pilots to execute sound decisions. It could be a dismissal of a known risk, a willingness to press on in conditions beyond a pilot's capabilities, or the absence of information to make a good decision about that flight (e.g., inadequate weather briefing). ADM provides a systematic approach to the mental processes used by pilots to consistently determine the best course of action in response to a given set of circumstances. In other words, ADM is what pilots intend to do based on the latest information they have.

ADM is a continuous process from preflight to tie-down. The three major categories of ADM are pre-flight, in-flight, and post-flight. Each has its unique set of concerns. Understand that effective risk management takes a great deal of introspection, patience, and practice.

The ADM Process

A few key factors to identify while working through the ADM process are the ability to:

- Note that a change has (or hasn't) occurred.
- Identify your own biases
- Be honest with yourself and your ability
- Set (and adhere to) personal minimums
- Resist external pressures (perceived saving time/money/face)
- Prepare (and use) a plan B
- And continuously evaluate the outcome.

Cold Minnesota weather is slowing down a lot of aircraft flying for now. I have been getting in a few flights but the low ceilings and IFR conditions have been ripe for aircraft icing. I had to scrub a flight to see my brother in Detroit Lakes because of icing. I did get a flight into Little Falls to see my Uncle in the nursing home. It was nice in the sunshine on top of the overcast. However the approach into Little Falls was down wind since there is only one RNAV (GPS) approach and it is for Runway 31. With 4,010 feet of runway there was plenty of room for my Piper Cherokee to run out on a down wind landing. Not my favorite kind of landing!

I have had one EAA AirVenture phone call so far from the Chair folks. The July 26, 2021 - August 1, 2021 AirVenture is still on but will look a little different because of the pandemic.

Jack Pelton, EAA Chairman, gave us a COVID-19 planning update. They are working with local, state, and Federal officials on planning.

Planning is underway:

- A Priority COVID Team
- Assumptions
- Risk Assessment
- Individual Area Impacts

*Please note. All COVID planning discussions are subject to change.

If all goes well, we will have AirVenture in July.

My chairman for Homebuilt at Sun 'n Fun also is in contact. The 47th Annual SUN 'n FUN Aerospace Expo is scheduled from April 13-18, 2021. SUN 'n FUN continues to follow all CDC, State of Florida and City of Lakeland COVID-19 requirements and guidelines and will be required to follow any future mandates set forth to protect those visiting our site.

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

Items for Sale

Editor: Please send me a description and photo, if you have one, and I will place your for sale item here.



Home built camping at AirVenture

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.

