



EAA Chapter 100 June 2021 Newsletter

<http://eaa100.org>

2021 Chapter Leaders

President
Jim Owens
President@eaa100.org

Vice President
Dwayne Hora
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
Jim Owens—to handle future e-mails only
IMCclub@eaa100.org

Program Director
Jim Owens
ProgramDirector@eaa100.org

Technical Counselor
Wayne Trom
TechCounselor@eaa100.org
507-374-6245

Flight Advisor
Dave Nelson
FlightAdvisor@eaa100.org

Young Eagles Chairperson
Dwayne Hora – Co-Chair
Jim Owens – Co-Chair
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.

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Reader submissions and comments are strongly encouraged.



Pilot's Guide to a Preflight Briefing

-- FAA Advisory Circular 91-92

Editor: The following is just part of FAA Advisory Circular 91-92.

The message is a clarification of self-briefing. It is OK to do a self-briefing and only use Flight Service in a consultative capacity, when needed. My how times are a-changing! To read the complete Advisory Circular on “Pilot’s Guide to a Preflight Briefing”, please go to https://www.faa.gov/documentLibrary/media/Advisory_Circular/AC_91-92.pdf.

- 1. PURPOSE OF THIS ADVISORY CIRCULAR (AC).** This AC provides an educational roadmap for the development and implementation of preflight self-briefings, including planning, weather interpretation, and risk identification/mitigation skills. Pilots adopting these guidelines will be better prepared to interpret and utilize real-time weather information before departure and en route, in the cockpit, via technology like Automatic Dependent Surveillance-Broadcast (ADS-B) and via third-party providers. This AC provides guidance for required preflight actions under Title 14 of the Code of Federal Regulations (14 CFR) part 91, § 91.103, which states, “Each pilot in command shall, before beginning a flight, become familiar with all available information concerning that flight.” This AC will also encourage pilots to utilize Flight Service in a consultative capacity, when needed. The contents of this document do not have the force and effect

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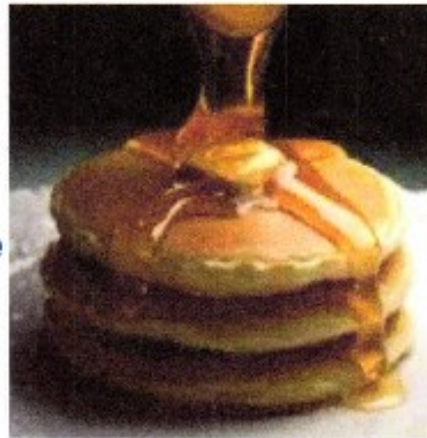
Fly-In Breakfast



Saturday July 3, 2021
7:00 A.M. -1:00 P.M.

Austin Municipal Aiport(AUM)
Austin, MN 55912

COST:
>5 years old \$ 6.00
=< 5 years old Free
Pilots in Charge Free



Menu:

Pancakes
Sausage
SPAM
Coffee
Juice
Milk

Thanks to Austin Aeroflight for their support.
See their website www.AustinAeroFlight.com for airport details

Lions Programs We Serve:

Youth, Elderly, Needy, Blind and Sight Impaired, Hearing Impaired, Diabetic, Also Those Effected by Natural Disasters, Locally and Around the World



We Serve

Austin Morning Lions

P.O. Box 405, Austin, MN 55912, phone 507-437-8299

Secretary Comments

-- Jeff Hanson

EAA Chapter 100

Chapter 100 meeting 05-8-21

Editor: I took notes for Jeff Hanson who was on vacation.

Here are the notes from the April meeting:

- 10 chapter members and guests were present.
- 1 guest—Private pilot wanting to build a Homebuilt. He was a welcome guest and should find our Chapter a welcome place to ask questions and get guidance on building a homebuilt aircraft.
- Round robin discussion. Lots of good discussion
- The next meeting is on Saturday morning, 9 AM, June 12, 2021.

Respectfully submitted by Art Howard for:

Jeff Hanson

Chapter Secretary

Note: I will not be at the meeting as Angie and I will be in Utah visiting our grandson and his family.



Editor Midwest Flyer is offering a free subscription to their magazine.

Here is a [link](#) to the April/May 2021 issue. Once there, select your choice of On-Line versions: PDF or Interactive

Please forward the following link to as many pilot friends as you can, so they too can [SUBSCRIBE free of charge!](#)

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of law and are not meant to bind the public in any way. This document is intended only to provide clarity to the public regarding existing requirements under the law or agency policies.

2. **AUDIENCE.** This AC applies to all pilots, flight instructors, and operators, with emphasis on operations conducted under part 91.
3. **WHERE YOU CAN FIND THIS AC.** You can find this AC on the Federal Aviation Administration (FAA) website at https://www.faa.gov/regulations_policies/advisory_circulars.

6 BACKGROUND AND SCOPE.

6.1 Flight Service (<https://www.1800wxbrief.com>) provides service and value to users of the NAS, leveraging advanced technologies to safely and efficiently deliver Flight Services in the continental United States (CONUS), Hawaii, Puerto Rico, and Alaska. Flight Service provides continuous assessment of Flight Services based on feedback and continued research and development of new aviation technology to enhance efficiency and add value for pilots. Flight Service increases aviation safety by making aeronautical information and METI accessible where and when you need it with the evolution of pilot weather briefings conducted using automated resources.

6.2 The FAA encourages innovation in the delivery of services to pilots. User preferences for automation and new distribution methods make communication with pilots easier and faster. Pilots are encouraged to utilize online automated weather resources to conduct self-briefings prior to contacting Flight Service. Pilots who have preflight weather/risk assessment and risk mitigation skills are better prepared to make in-flight decisions as real-time weather information is consumed. This allows Flight Service to become a consultative resource that can be utilized when needed.

6.3 Developing self-briefing skills helps to identify areas that require closer investigation. The more doubtful the weather, the more information you need to obtain about the route, runway conditions, and destination

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Cockpit Fire

-- Dick Fetcher

Editor: Not the complete e-mail. I just copied the parts that are pertinent.

From: Randy Corfman <president@mnpilots.org>
Sent: Wednesday, May 26, 2021 10:29
To: Richard <FPS@44rf.com>
Subject: Chuck Cook's presentation on "Cockpit Fire!" available to you



Dear Richard,

For those of you who missed Saturday's presentations at the 2021 Great MN Aviation Gathering, it was a marvelous day. Thanks to the effort of Doug Busch Video Productions, and Chuck Cook, Chuck's outstanding and impactful presentation was recorded and they have generously shared this with you. Unfortunately, we did not video Buck Wyndham's "Hogs in the Sand" and Jim Johns "Minnesota's Role in the Doolittle Raiders" were not recorded. Those were also incredibly moving presentations.

I think Chuck's courageous presentation should be viewed by all aviators. His is a story of tragedy, resilience and courage, and who better to tell that story than Chuck himself.

To view Chuck's presentation, please refer to the following link to YouTube:

https://www.youtube.com/watch?v=wbyy_ykAP4

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HEADLINES

- [AOPA Sweepstakes RV-10 Awarded](#)
- [ICEPORT 2021](#)
- [The Man At The Helm of EAA Chapters](#)

Thank you!

Dave Weiman
President
FLYER PUBLICATIONS INC
Editor/Publisher
MIDWEST FLYER MAGAZINE
6031 LAWRY COURT
OREGON WI 53575-2617

PHONE: 608-772-1776
EMAIL: Dave@MidwestFlyer.com
www.MidwestFlyer.com

Editor: I did not include the **COLUMNS, FEATURES,** and **SECTION** information. Please click [here](#) for that information.

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Newsletter Editor

-- Art Howard



We are very grateful for Chuck making this available to us, and to Doug Busch for his expertise in videography.

We hope to see you at the 2022 GMAG, to be held Friday and Saturday, May 13, 14!

Randy Corfman
President, MN Pilots Assn

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You are receiving this email as you are either a friend or a member of the Minnesota Pilots Association.

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It is 85° F (Fahrenheit) with a forecast to top 93° F in Lake City, Minnesota, today, June 6, 2021. Much too hot for me.

I flew to Oshkosh on Saturday, June 5, to attend a Chairman’s meeting on AirVenture 2021 Admissions. I have volunteered to Chair the South 40 Aircraft Camping and Admissions. It is truly the last spot on the Tram Route to the south end of the field! All indications are for this to be a really big event. Everyone is sorry that our International Visitors most likely will not be able to come. I know several Canadian volunteers who may miss volunteering this year. There are ways for them to attend!

I flew back to Red Wing in the afternoon in the heat. I saw several warnings on my iPad that if it did not cool down it would shut down. I tried to keep it out of the sunshine in the cockpit and kept outside air blowing on it. I had OAT 28° Celsius (82.4° F) at 4,000 feet! Even with the warnings, I was able to keep it cool enough. This is a warning to all of us that use EFBs (Electronic Flight Bags), they may not always work in the heat of summer.

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and alternate airports. The use of all resources, combined with Single Pilot Resource Management (SRM) and Risk-Based Decision Making (RBDM) skills, will help the pilot be better prepared to conduct flights safely in the NAS.

.Editor: The FAA is really changing and trying to help all pilots become better pilots. Remember your Pilots License was a point in time where you demonstrated to a Pilot Examiner that you are competent for the Pilots License you were applying for. It really is a license to keep learning., For the complete Advisor Circular, please access:: https://www.faa.gov/documentLibrary/media/Advisory_Circular/AC_91-92.pdf

Items for Sale

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

Eagles Aerobatic Team aircraft flown by Poberezny, Hillard, and Soucy on display at the EAA Airventure Museum. Hillard formed the Red Devils Aerobatic Team in 1971, with fellow pilots Gene Soucy and Tom Poberezny. The Red Devils flew the [Pitts Special](#) aircraft, and were a popular draw at airshows around the country. In 1979, aircraft designer Frank Christensen invited the team to test fly a new aerobatic aircraft he had designed: the [Christen Eagle](#). The Devils were so impressed that they switched their team aircraft to the Eagle, and renamed the Red Devils to the Eagles Aerobatic Team, with Charlie Hillard as the lead pilot. The Eagles Aerobatic Team would fly together for more than 25 years, and 1000 performances, setting a record for the longest-running aerobatic team with the same members.

Editor: Copied from: https://airshow.fandom.com/wiki/Charlie_Hillard

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 this fall in 2021. Hopefully, this event will occur this year.

