



EAA Chapter 100 October 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.

Current Chapter Status

– Jim Owens

There is a chapter business meeting, Tuesday, 10-5-21 at 6:30pm at the Dodge Center airport AD building. Business agenda is chapter officer nominations and an EAA Air Academy scholarship request.

After much thought I will be stepping down from all of my officer positions with the chapter.

The chapter will need a new President, Program Director, VMC/IMC club coordinator, and Young Eagles co-chair. I have not asked the other club officers of their interest in serving another term.

Officer nominations will be voted on at the Chapter hangar flying meeting, Saturday, 10-9-2021 at 9am, Dodge Center Airport AD building.

Thanks,
Jim Owens

Aeronautical Information Manual, **Chapter 3. Airspace** **Section 1. General**

– FAA

3-1-1. General

a. There are two categories of airspace or airspace areas:

1. Regulatory (Class A, B, C, D and E airspace

(Continued on page 2)

(Continued from page 1) - Airman Information Manual, Chapter 3, Airspace Section 1. General

areas, restricted and prohibited areas); and

2. Nonregulatory (military operations areas (MOAs), warning areas, alert areas, and controlled firing areas).

NOTE-

Additional information on special use airspace (prohibited areas, restricted areas, warning areas, MOAs, alert areas and controlled firing areas) may be found in Chapter 3, Airspace, Section 4, Special Use Airspace, paragraphs 3-4-1 through 3-4-7.

b. Within these two categories, there are four types:

1. Controlled,
2. Uncontrolled,
3. Special use, and
4. Other airspace.

c. The categories and types of airspace are dictated by:

1. The complexity or density of aircraft movements,
 2. The nature of the operations conducted within the airspace,
 3. The level of safety required, and
 4. The national and public interest.
- d. It is important that pilots be familiar with the operational requirements for each of the various types or classes of airspace. Subsequent sections will cover each class in sufficient detail to facilitate understanding.

3-1-2. General Dimensions of Airspace

Segments

Refer to Code of Federal Regulations (CFRs) for specific dimensions, exceptions, geographical areas covered, exclusions, specific transponder or equipment requirements, and flight operations.

3-1-3. Hierarchy of Overlapping Airspace

Designations

a. When overlapping airspace designations apply to the same airspace, the operating rules associated with the more restrictive airspace designation apply.

b. For the purpose of clarification:

1. Class A airspace is more restrictive than Class B, Class C, Class D, Class E, or Class G airspace;
2. Class B airspace is more restrictive than Class C, Class D, Class E, or Class G airspace;
3. Class C airspace is more restrictive than Class D, Class E, or Class G airspace;
4. Class D airspace is more restrictive than Class E or Class G airspace; and
5. Class E is more restrictive than Class G airspace.

3-1-4. Basic VFR Weather Minimums

a. No person may operate an aircraft under basic VFR when the flight visibility is less, or at a distance from clouds that is less, than that prescribed for the corresponding altitude and class of airspace.

(See TBL 3-1-1.)

NOTE-

Student pilots must comply with 14 CFR Section 61.89 (a) (6) and (7).

Secretary Comments

-- Jeff Hanson

EAA Chapter 100

Chapter 100 meeting

No meeting in September

Submitted by *Editor*, Art Howard

(Continued from page 2) - Airman Information Manual, Chapter 3, Airspace Section 1. General

b. Except as provided in 14 CFR Section 91.157, Special VFR Weather Minimums, no person may operate an aircraft beneath the ceiling under VFR within the lateral boundaries of controlled airspace designated to the surface for an airport when the ceiling is less than 1,000 feet. (See 14 CFR Section 91.155(c).)

Editor: The above is from the Aeronautical Information Manual found at url: https://www.faa.gov/air_traffic/publications/media/AIM.pdf



This is what the grounds of AirVenture, Oshkosh, Wisconsin look like from the air. Lots of airplanes and people. This picture does not show the complete grounds. Yes, AirVenture is very large.



Movie Theater in Fargo, ND.

Please see Newsletter Editor write-up on page 5.



The tower cab at AirVenture, Oshkosh. Wisconsin.

KOSH: Wittman Regional

TBL 3-1-1 Basic VFR Weather Minimums

Airspace	Flight Visibility	Distance from Clouds
Class A	Not Applicable	Not Applicable
Class B	3 statute miles	Clear of Clouds
Class C	3 statute miles	500 feet below 1,000 feet above 2,000 feet horizontal
Class D	3 statute miles	500 feet below 1,000 feet above 2,000 feet horizontal
Class E Less than 10,000 feet MSL	3 statute miles	500 feet below 1,000 feet above 2,000 feet horizontal
At or above 10,000 feet MSL	5 statute miles	1,000 feet below 1,000 feet above 1 statute mile horizontal
Class G 1,200 feet or less above the surface (regardless of MSL altitude).		
Day, except as provided in 14 CFR § 91.155(b)	1 statute mile	Clear of clouds
Night, except as provided in 14 CFR § 91.155(b)	3 statute miles	500 feet below 1,000 feet above 2,000 feet horizontal
More than 1,200 feet above the surface but less than 10,000 feet MSL.		
Day	1 statute mile	500 feet below 1,000 feet above 2,000 feet horizontal
Night	3 statute miles	500 feet below 1,000 feet above 2,000 feet horizontal
More than 1,200 feet above the surface and at or above 10,000 feet MSL.	5 statute miles	1,000 feet below 1,000 feet above 1 statute mile horizontal

Newsletter Editor

-- Art Howard

The season of fall colors is here for all to see, whether you are driving or flying. Jean and I have done both over the last weeks. We took a pleasant drive to Taylors Falls State Park and then on into Wisconsin. Very nice colors.

We have also taken some flights where the colors were nice. Get your airplane out and enjoy the cooler air, better climb performance, and these nice pleasant fall days. Just be aware of dew points so you do not get caught with foggy conditions below you!

I spent a full day of flying Thursday, September 30, 2021. for the VAC (Veterans Airlift Command). I flew to St. Peters, Missouri (Creve Coeur airport (1HO)) to pick up a Veteran for a flight to Rochester, Minnesota for her appointment at the Mayo Clinic on Friday. Another pilot and aircraft returned her to St. Peters on Saturday. This was in St. Louis, Missouri area.

We had another flight over October 1–3 to Moorhead, Minnesota. We had an Airbnb for a weekend to attend a Wedding. A couple days before the wedding we received a phone call that the wedding was canceled because the family had caught COVID. So we had a nice visit to Fargo, North Dakota, since we could not cancel the Airbnb. The particular one we had would not give a refund. All in all we had a nice flight up and back and a great time visiting October Fest in Fargo, ND!

The 1962 Piper Cherokee, PA 28-160, continues to provide us with flying utility. It is not the fastest cross country airplane but over the years has become equipped

with some great Garmin electronics. It is certainly a pleasant aircraft to fly.

I called AOPA several weeks back and explained what I had in the Cherokee for electronics. I was told that I now have a TAA (Technical Advance Aircraft).

FAA Definition: TAAs are aircraft with a minimum of an IFR-certified GPS navigation system with a moving map display, and an integrated autopilot. Some TAAs also have a multi-function display that shows weather, traffic and terrain graphics. In general, TAAs are aircraft in which the pilot interfaces with one or more computers in order to aviate, navigate, or communicate.

The engine is now showing signs of age. It has over 6,254.9 hours of flight time. It has been field rebuilt twice since I purchased it in July of 1975. My first flight in the Cherokee was on July 28, 1975. I have now owned the Piper Cherokee, N5438W, for over 46 years. A new Lycoming O-320 D2A was ordered back in June, 2021. We now have a ship date of November 8! Talk about delays in getting aircraft parts. Wow!

The engine continues to perform well after the last annual. About 30 hours after the annual, it developed an oil leak in the case seam in front of the oil pan. Several inspections of the case with attempts to fix the leak failed so now I carry lots of oil. Sure would like the new engine to arrive!

Hint: I need articles like I just provided above. Please send me your build, fly, pictures, or other aviation stories for this newsletter. Thank you!

TBL 3–1-2

VFR Cruising Altitudes and Flight Levels

If your magnetic course (ground track) is:	And you are more than 3,000 feet above the surface but below 18,000 feet MSL, fly:	And you are above 18,000 feet MSL to FL 290, fly:
0° to 179°	Odd thousands MSL, plus 500 feet (3,500; 5,500; 7,500, etc.)	Odd Flight Levels plus 500 feet (FL 195; FL 215; FL 235, etc.)
180° to 359°	Even thousands MSL, plus 500 feet (4,500; 6,500; 8,500, etc.)	Even Flight Levels plus 500 feet (FL 185; FL 205; FL 225, etc.)

Items for Sale

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

“More than anything else the sensation is one of perfect peace mingled with an excitement that strains every nerve to the utmost, if you can conceive of such a combination.” –Wilbur Wright

“Once you have tasted flight, you will forever walk the earth with your eyes turned skyward, for there you have been, and there you will always long to return.” – Leonardo da Vinci

Editor: From URL: <https://aviationhumor.net/the-biggest-collection-of-insightful-quotes-about-flying/>

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. September was canceled. Hopefully, this event will occur next year.

