



# EAA Chapter 100 December 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

– Open

**Editor:** No input for the December Newsletter. Jim Owens resigned last meeting and Dwayne Hora takes over on January 1, 2022.

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## **FAA Grants Santa Claus Special Flight and Launch Permissions**

– FAA

Wednesday, December 23, 2020

**WASHINGTON** —The Federal Aviation Administration (FAA) today announced it has granted Santa Claus and his reindeer-powered sleigh special operating authority to engage in interstate air-cargo-delivery services directly to rooftops throughout the United States on Christmas Eve.

In addition, for the first time ever, the FAA issued Santa a special [commercial space license](#) for a crewed mission to the International Space Station using his StarSleigh-1 space capsule powered by the Rudolph Rocket. The mission license includes both launch and reentry operations and will occur from a U.S.-based spaceport.

“We are pleased to help Santa safely navigate through the National Airspace System to bring his unique and universal brand of good will and joy to children and adults of all ages—even to those orbiting the Earth,” said FAA Administrator Steve Dickson. “Let’s face it, 2020 was a difficult year and we all could use some special holiday cheer that only Santa can deliver.”

Being a world humanitarian, Santa knows this Christmas is different from other years and he wholeheartedly agrees with the FAA decision to give priority to flights carrying [COVID-19](#) vaccines and other cargo critical to the nation’s response to the ongoing public health emergency.

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## A Note from the Treasurer

-- Chris Budahn

Hello EAA100,

I am Chris Budahn. I will be your treasurer again for 2022. One of the things I found difficult last year was keeping track of who is/isn't in current member status. In an effort to update this process we have started using a website developed by EAA national that will help us keep an accurate roster of our members.

As the treasurer, it is part of my responsibilities to ensure the collection of membership dues. Dues are only \$10 per year per member. This money is used to pay chapter dues to the national organization which gives us chapter support and basic insurance coverage. It is also used to support things like the pancake breakfast, young eagles rallies, hangar maintenance, and property taxes.

We currently have a mailing list of over 165 people that receive our monthly newsletter and chapter meeting notices. So far in 2022, I have received membership dues from 17 of those people. Dues can be mailed to me at the following address or presented in person at the chapter meetings:

Chris Budahn  
6525 County 30 BLVD  
Kenyon, MN 55946

I have had a few people present me with dues for multiple years at a time. This was very difficult to track with previous methods but with the new roster management tool this can be accomplished quite easily.

As I enter the data I have into the new roster I want to make sure the everyone's information is correct. If there information you would like updated such as email address or phone number, please feel free to email me that information to [christopher@budahn.com](mailto:christopher@budahn.com)

We also have a few new people joining the chapter that are starting some building projects. For example, I have recently been contacted by two gentlemen from Austin who have started RV7 projects and another gentleman beginning a Bearhawk build. It is very encouraging to see new people get involved. If there is anyone you

know who would like to receive chapter updates and the news letter please let me know so we can get them added to the roster as well.

Thanks,

Chris Budahn

**Editor:** It would be a big help if you would provide your EAA number. The EAA Roster Management application needs an EAA Number in order to pull information from the EAA National data base.

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*(Continued from page 1) - FAA Grants Santa Claus Special Flight and Launch Permissions*

Nonetheless, with the aid of a flight plan that takes advantage of simplified air routes and NextGen satellite navigation, Santa is confident he will deliver all his gifts by Christmas morning as he has done for centuries.

In addition, Santa has informed the FAA he will [FlyHealthy](#) during his journey by wearing a face mask on his flight to set a good example for everyone who is traveling by air this holiday season.

To ensure Santa and all other pilots have a safe trip, the FAA is asking the public for assistance and avoid creating a serious safety risk with drones and [lasers](#). Sending up a drone to take a picture or video of an aircraft or sleigh is distracting to the pilots and will scare the reindeer, while holiday laser-light displays aimed into the sky can temporarily blind pilots.

Follow Santa's progress as he travels across the U.S. by visiting the North American Aerospace Defense Command (NORAD) [website](#), where NORAD tracks Santa's Christmas Eve voyage.

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## Secretary Comments

-- Jeff Hanson

### EAA Chapter 100

#### Chapter 100 meetings

##### Chapter business meeting 11-12-21

Here are the notes from the November meeting:

The November meeting marked the return to the winter Friday night schedule that will be in effect through next April.

- 14 members were present.
- The EAA Air Academy scholarship was approved for Dawson Meier in the amount of \$500.00.
- Wayne has completed installing the hangar door braces that should assist with opening the door on days with a South wind. Thank you Wayne.

Member flying discussion followed.

Respectfully submitted,

Jeff Hanson

Chapter Secretary

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## Moose Lake Fly-in

-- Chris Budahn

### 1ST ANNUAL MOOSE LAKE FLY-IN

#### DECEMBER 18th (Dec 19th ALT)

- Please join us for a ski/wheel winter fly-in! There will be a fire, chili, hot dogs / polish and a warming cabin! Everybody is welcome. Landing area will be on the ice so please plan accordingly. Below are the coordinates and also the physical address for those that would like to drive.
- 48.08N / 92.78W (5NM Northeast of KORB)
- 10119 King Rd, Orr MN 55771 (Moose Lake is circled in red on this sectional)

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## WINTER FLYING

-- FAA

**Editor:** This article is for Alaska flying. However, there are some excellent points that work in Minnesota for the very cold days of winter flying. Remember, aircraft performance is very good but please be aware of items such as cold weather starts and how you need to stay warm. FAA website: [https://www.faa.gov/about/office\\_org/field\\_offices/fsdo/fai/local\\_more/alaskan\\_articles/media/Winter\\_Flying.pdf](https://www.faa.gov/about/office_org/field_offices/fsdo/fai/local_more/alaskan_articles/media/Winter_Flying.pdf)

**In preparing the aircraft for flight,** warm-up procedures are a necessity in Alaska's very cold temperatures. Using a hangar is best, as it is comfortable and time efficient. Put the aircraft in the hangar the night before flight if possible. Caution must be taken if the fuel tanks are completely filled, as fuel will expand as it warms and vent overboard. As always check for water in the fuel sumps, before leaving hangar.

**When a hangar is not available,** you can use wing and engine covers. Consider also insulated hub prop cover for constant speed props, tail and windshield covers as well as top of the cabin. You can preheat the engine with electric heaters, permanently mounted Tanis or firewallmounted heaters. Permanent heaters should be installed by an A & P mechanic as it will require a log-book entry. Propane heaters, i.e. Red Dragon-type, will also require 12-volt power supply. Weed burner-type heaters using stove pipes must be used with **extreme caution** due to open flame. Camping backpacker type multi-fuel cooking stoves (which should be included in your survival kit) can also be used to preheat the engine in an emergency.

**Fueling the aircraft** from cans or barrels should be filtered before going into the airplane tanks. Chamois filters should be clean and dry to filter water. There are filters available that do a better job than the chamois filter method. Keep the fuel tanks full to avoid condensation of water. If fuel is delivered make sure the correct grade of fuel for your engine is being used. Fuel filters and sumps should be equipped with quick drains for checking fuel. Static electricity can cause fires dur-

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*(Continued from page 3) — Winter Flying*

ing fueling, be sure you have a good grounding system and a fire extinguisher close by. **If you use a truck with a plastic liner to transport fuel, be very careful as gas cans slide in the bed and cause static electricity.** If you do not have quick drains, it is advisable to drain a substantial amount of fuel (a quart) from the gascolator, then change the selector valve and allow fuel to drain from the other tank. Check your fuel for contamination. Refer to AC20-43C. Do not scrimp when checking your fuel.

**Dress warmly for your walk-around.** The winter walk-around should take longer, not shorter. If you get cold during the walk-around, you are not dressed correctly for the trip; especially in case of an unscheduled stop-over. Check hoses, clamps and seals carefully. Cabin heater - Be sure to check your muffler system carefully for cracks. Each year carbon monoxide is the probable cause of many accidents that have occurred in cold weather. Control cables should be checked and properly adjusted to compensate for temperature changes. This should be done by an A & P mechanic. If your airplane is equipped with skis, make sure safety cables and shock cords on the front of the skis are carefully inspected. If broken, the tip of the ski can fall to a vertical position which can affect the flight aerodynamics and create landing hazards. Remove as much snow and frost as possible, do not assume that it will blow off. Check Pitot Tubes, heater intakes, carburetor intakes and elevator controls for snow and or ice. Fuel vents should be checked before each flight.

**Safety tips for pilots.** Are you properly dressed? DO NOT dress for airport to airport flying, even if that is your intended flight plan. Dress to survive. Are you prepared to stay outside for a few days? Avoid "get home-itis". Always file a flight plan. Make sure your passengers are dressed properly for the weather conditions. If they are uncomfortable waiting outside for a bit, they are not dressed properly.

**Know your aircraft's winter operating capabilities.** Do you have sufficient power to operate in deep snow if you are using skis? Avoid making sharp turns on skis as that creates too much torque on the landing gear. Be

aware of the weight of your airplane loaded; will you be able to get the plane unstuck by yourself? Skis have no brakes and little traction in a crosswind. **Wheeled Aircraft braking action on ice or snow is poor while taxiing.** Your aircraft can slide sideways on hardpacked or icy surfaces in a crosswind conditions.

**Warm the engine prior to start.** Without preheating the engine it is hard to turn, which puts undue strain on the starter and battery. During engine start over-priming can cause excess fuel in the induction system creating a fire hazard. Over-priming during cold starts can cause the spark plugs to foul out and can scour oil from the cylinder walls causing poor compression. Radios should be turned on after electrical power is stabilized.

**Before takeoff use carburetor heat as needed.** In some cases in extreme cold it is necessary to use the heat to vaporize the fuel. A good investment is a carburetor temperature gauge.

**During climb-out** certain aircraft are approved for winter baffles and oil cooler plates. FAA approval is required, unless the manufacturer has provided the approval. It is possible to overheat the engine at normal climb speeds when these baffles are installed. If the head temperature nears the critical stage, increase the air-speed and open the cowl flaps. During climb-out keep a close watch on the cylinder head temperature gauge. Some enroute considerations are weather and carburetor ice. Watch out for carbon monoxide (CO) poisoning, symptoms include sluggishness, warmth and tightness across forehead, headache, pressure at the temples, ringing in the ears and dizziness. Also remember that spatial disorientation may occur due to low visibility, ragged ceiling and or white-out conditions.

**During letdown maintain a warm engine temperature.** Watch the weather at your destination, blowing snow and ice fog can form quickly, have an alternate landing site planned.

**During landing take the time to circle the field.** Before landing look for snow drifts and other obstacles. After landing and engine shutdown prop skis up to avoid having your skis freeze to the ground, you can use plastic bags around them. Turn off the fuel and run the carbu-

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## Newsletter Editor

-- Art Howard

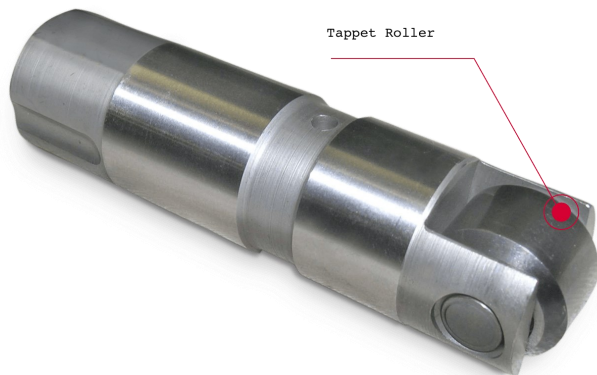
(Continued from page 4) — Winter Flying

The new engine has arrived. It is a Lycoming O-320 D2A Factory Rebuilt. It sure looks nice! It is now installed. The first run is scheduled for Monday, December 6. If that goes well, the first flight test will be over the Dodge Center Airport for 2 hours to insure all is working OK. After landing, the engine will be inspected again and if all is OK, the logs will be updated. I will then have a Technically Advanced Aircraft with a new Factory Rebuilt engine with all the factory improvements.

A nice improvement in Lycoming's words:

Genuine Lycoming Roller Tappets are a testament to our investment in innovative solutions that decrease wear characteristics compared to a traditional, flat tappet Lycoming engine. By eliminating the sliding motion between the camshaft and the tappet, the roller tappet technology maintains alignment so the roller tappet cannot loosen or turn during engine use. Thus, this technology adds durability to your Lycoming engine.

We automatically upgrade eligible engines to our roller tappet technology at no additional cost when brought into the factory at TBO.



I am really looking forward to flying with this new engine.

See you around the patch. Merry Christmas!

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retor dry to lessen the fire hazard during next engine heating period.

**Post flight fill the fuel tanks with fuel**, put on engine, pitot tube and wing covers; do not forget to tie down your aircraft as the wind can pick up quite suddenly.

**Some weather considerations** are ice fog, blowing snow, flat light and white out conditions which can prove extremely dangerous especially for VFR operations. Overflow conditions, where water seeps above the ice but under the snow, can cause your airplane to become stuck possibly until Spring. Also consider the short daylight hours in winter.

**In case of a survival situation**, survey your conditions. Should you stay with the aircraft or start out on foot? Asking yourself the following questions can help you make a decision. Did you file a flight plan and or does anyone know your flight itinerary? Is your emergency locator transmitter (ELT) operating and turned on? Do you have a survival kit, equipment (for a tent, you can use parts of the plane, etc.) to make a shelter. Use airplane parts to help you survive; Gas for fire, oil for smoke signals, seat upholstery to wrap around feet or hands, wiring for tie strings, the battery may be used to ignite fuel. A survival kit is required by Alaska law; food for each occupant to sustain life for two weeks, an ax or hatchet, a first aid kit, a pistol, revolver, shotgun or rifle and some ammunition, a small gill net and an assortment of tackle such as hooks, flies, lines, sinkers, etc., a knife, two small boxes of matches, a mosquito head net for each occupant.

Two small signaling devices such as colored smoke bombs, railroad fuses, or very pistol shells, in sealed metal containers. Also, from October 15 to April 1st you must also carry one pair of snowshoes, one sleeping bag and one wool blanket for each occupant over four.

The **bare** necessities of survival gear that you should carry on you would include; a knife or Leatherman type tool, high energy food bars, strike anywhere matches and fire starter (in a zip lock bag to keep them dry), a signal mirror, a few large heavy duty plastic bags for protection against heat loss. **Remember, you must stay warm and dry to survive, and you will need a shelter.**

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## Items for Sale

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

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(Continued from page 3) - Moose Lake Fly-in

- Contact Bill (218-780-3886) or Patrick (218-780-6535) with any questions

*Editor:* Before flying to this Winter Fly-in, please read the Winter Flying article that starts on page 3. The URL for this fly-in is: <https://backcountrypilot.org/community/forum/latest/northern-mn-ski-wheel-fly-in-near-korb-12-18-21-25532>. If you are going, be safe and dress warm.

The red circle below on the sectional shows the location of the lake for the Winter Fly-in Sponsored by Back Country Pilot.



## 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](http://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.

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