



# EAA Chapter 100 November 2022 Newsletter

<http://eaa100.org>

## 2022 Chapter Leaders

President  
Dwayne Hora  
President@eaa100.org

Vice President  
Ken Chase  
VP@eaa100.org

Secretary  
Jeff Hanson  
Secretary@eaa100.org

Treasurer  
Chris Budahn  
Treasure@eaa100.org

Web Editor / Newsletter  
Art Howard  
Webmaster@eaa100.org

IMC Club Director  
Open  
IMCclub@eaa100.org

Program Director  
Art Howard  
ProgramDirector@eaa100.org

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

Flight Advisor  
Dave Nelson  
FlightAdvisor@eaa100.org

Young Eagles Chairperson  
Dan Crandell  
Brad Anderson  
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.

## November Meeting

– Dwayne Hora

### Reminders:

Next Chapter meeting is on Friday, November 11, at 7 pm at the Dodge Center Airport Admin Building.

There will be an election of officers.

### Chapter By-Laws:

#### Article VIII Chapter Elected Officers

1. The Chapter Elected Officers shall be Chapter President, Chapter Vice President, Chapter Secretary, and Chapter Treasurer, or a combination of Chapter Secretary and Chapter Treasurer.
2. The Chapter Elected Officers shall be elected at the regularly scheduled November Chapter Membership Meeting. Installation of Chapter Officers shall be at the December Chapter Membership Meeting following their election, but no later than January 1st following their election.

### Slate of Officers:

Chapter President: Dwayne Hora

Vice President: Ken Chase

Secretary: Jeff Hanson

Treasurer: Chris Budahn

Remember, anyone can put their name in for a Chapter Officer position.

Dwayne Hora

EAA Chapter 100

President



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## A Note from the Treasurer

-- Chris Budahn

**Editor:** Dues are coming due for next year. We usually pay our dues at the November or December meetings.

Chris Budahn  
EAA 100 treasurer  
507-438-1130

**Editor:** You can mail your dues to:

Chris Budahn  
6525 County 30 BLVD  
Kenyon, MN 55946

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## Thank You

-- Peter Smith

From: Peter Smith <[smith.peter@charter.net](mailto:smith.peter@charter.net)>  
Date: Sat, Nov 5, 2022, 13:01  
Subject: Thank you!  
To: <[president@eaa100.org](mailto:president@eaa100.org)>

Dear Chapter 100,

Firstly we apologize for this being sent via email, We could not find a mailing address for the chapter. Thank you for your generous donation in Ethan's name. Ethan was passionate about aviation and lived every day to its fullest. We will be establishing a memorial to Accelerated Aviation in Owatonna, Mn in Ethan's name to be awarded to students with the same passion and enthusiasm Ethan exhibited. We are forever grateful.....

Peter, Janna & Liam Smith

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## When pilots have too much experience

-- Air Facts Journal

**Editor** From Air Facts Journal written by Mac McClellan.

URL: <https://airfactsjournal.com/2019/10/when-pilots-have-too-much-experience/>

OCTOBER 10, 2019

As pilots we spend our flying careers amassing hours of experience. Our skill and competence, and qualification for new ratings, and certainly for flying jobs, is largely based on our hours of logged experience. That makes sense. We humans become better in almost every endeavor with practice.

But when does a pilot have too much experience? In other words, when do the number of years logged since birth matter more than the number of hours in the log-book?

This question has assumed new importance to me because I just turned 70. A guy I fly with regularly in a corporate King Air 350i is 75. Together we have more than 102 years of flying experience. Is that too much? If not now, when will it be?

The FAA and its rules are silent on maximum pilot age except for pilots who fly for scheduled airlines. That maximum age is 65, up five years from the age 60 maximum that held for decades. There are rumors – perhaps circulated by old pilots like me – that the FAA is considering another maximum airline pilot age increase to 70, but I know of nothing even resembling the beginnings of new rule making.

For the rest of us, whether we fly for business under FAR 91, for hire under FAR 135 on demand, or for personal reasons, the FAA offers not even a suggestion of a maximum age. The requirements to obtain the appropriate medical certificate remain the same no matter our age, so that's no guidance. And the medical standards for even professional pilots are not overly sensitive to the normal ravages of age that eventually affect all of

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# Secretary Comments

-- Jeff Hanson

## EAA Chapter 100

### Chapter 100 meetings

Here are the minutes from the September meeting:

- 16 members were present.
- Gordy brought the information on the pavers in memory of Dick Fechter. Rochester Soldier's Field pavers were \$350.00. Oshkosh pavers were \$350.00 - \$500.00. Art Howard made a motion to move forward with both of them. Jeff Hanson 2nd the motion. The motion passed.
- Brad Anderson brought information on getting chapter t-shirts and aprons done for the flight breakfast. Interest is there to move forward. Brad will provide more information as it progresses.
- A representative from the FAA put on a safety seminar and then presented Bruce Bordelon with the Wright Brothers Master Pilot Award. Congratulations Bruce!

Respectfully submitted,

Jeff Hanson

Chapter Secretary

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us.

The reality is that insurance underwriters have been the enforcers of what I would call more realistic pilot standards. It's the insurance companies that set requirements for total time, or time in type, for example, to qualify for specific coverage. And the underwriters are the ones, not the FAA, who send most pilots back for recurrent training that the FARs don't demand.

But, so far, aviation underwriters haven't taken a solid, much less a consistent, position on the question of how old is too old for a pilot. Word around the airport is that after age 70 it may become more expensive to buy insurance for pilots flying for personal reasons, or that high limits on liability may be unavailable beyond that age. But those are just rumors, impossible to confirm.

Several years ago the head of an insurer that covers many personal airplanes told me a story. His company had insured an 80-year-old pilot who owned and flew a cabin-class piston twin. That pilot crashed, killing himself and his three elderly passengers.

As you can imagine, the accident kicked up a lot of dust that Gramps had finished off himself and three of his equally elderly lady friends. The parent company of the aviation insurer went crazy demanding to know why a pilot of that age had been underwritten. The answer was that the aviation underwriters had no data that showed older pilots posed any additional risk. All of the company's data showed an 80-year old had an accident at the same rate as younger pilots with equal pilot experience and training.

The aviation insurer battled its parent who demanded that it stop insuring older pilots. Finally, a truce was reached with the aviation arm agreeing to charge a significant premium increase to pilots older than 70, even though it had no supporting risk data that warranted the higher premium.

The bottom line is that data ranking the risk of pilots by age doesn't exist. When the FAA was considering increasing the airline pilot maximum age from 60 to 65

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before the rule changed in 2007, there were a number of safety studies conducted. The studies concluded there was nothing to support a difference in safety between a 60- and 65-year old pilot. The studies examined the accident records of pilots older than 60 who flew sophisticated non-airline airplanes. They also subjected 65-year old pilots to simulator tests, and cognitive and reaction tests. The results were the same. No difference between a 60 and 65-year old pilot could be confirmed.

But the studies didn't extend to pilots older than 65 because that was the maximum age being considered. So pilots like me, who are 70 and older, have absolutely no data to consider when trying to decide how old is too old. And neither do their passengers, employers or underwriters.

A pilot I know who is well past 70 has decided to up his simulator-based recurrent training from once a year to every eight months in the hope that will uncover any age-related loss of flying skill. Makes sense, I think.

But then I consider my late parents and the rules they drove under in Illinois, where they lived. Illinois has the most stringent requirements in the nation for older drivers, including taking a full driving test at every license renewal after age 75. Once an Illinois driver hits 81, they must take the driving test every two years, and then every year at age 87. In other words, Illinois was administering what we would call a Checkride to elderly drivers to attempt to measure their performance behind the wheel.

My parents both made it to 93, in good health until near the end. And both had driver's licenses, having passed the required road test every year before the end. But to ride in a car with them those last 10 years or so of their life was terrifying. The last time I agreed to do that with my dad he made a left turn in front of an oncoming car so close that I could see the other driver hadn't shaved that morning.

So if older drivers in Illinois can get past a driving test that is intended to stress teenagers, can a Checkride in an airplane detect pilot skills lost to age? Probably not.

How old is too old is the question that becomes more crucial to pilots every day because too few younger people are coming in the bottom to replace us oldsters. The average age of active pilots increases every day. And the pilot shortage – finally for real this time – means that we older pilots remain in demand because, well, there aren't enough younger pilots with the necessary credentials to replace us.

I ask myself often if I have lost a step to age. But I don't know the answer. At some age I, and all of us, will, but can we know when? I still touch down on the centerline in the appropriate zone from the threshold. I fly IFR all of the time so my performance is constantly monitored and recorded. And I have even mastered – I think – a new suite of integrated avionics. Adapting to new technology and operating systems is reportedly harder for old folks, so maybe that counts for something.

It's a truism that we all age at different rates, and that we need luck to avoid disease that can rob us of capabilities. And so far I've had that luck. Maybe my question will be answered when I just get tired of flying and have had enough. That hasn't happened yet, but showing up at the airport at 6 for another 7 o'clock takeoff in the coming winter darkness may do the deed before an AME tells me it's time to hang it up.

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### [Mac McClellan](#)

When people ask Mac McClellan what he does for a living, he replies, "I fly airplanes and write about them. And I'm one of the most fortunate people in the world to have been able to make a career of doing what I love." Mac has been a pilot for more than 45 years, an aviation writer for more than 40 and has been lucky enough to get to fly just about every type of personal and business airplane in production from the 1970s onward. He was on the Flying Magazine staff for 35 years and editor-in-chief for 20 of those years. He has private pilot privileges in single-engine airplanes, commercial pilot in helicopters and ATP in airplanes with more than one engine. He holds several business jet type ratings and has logged more than 10,000 hours. His first airplane was a Cessna 140 and for the past 27

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## Newsletter Editor

-- Art Howard

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We have had our first days of frost! Nature is telling us that the days are getting cooler. The trees are losing their leaves.

Hope you got out to fly this fall season and look at some of the color. We flew to Brainard Lakes Regional Airport (KBRD) for breakfast on Wednesday, October 5, at the Wings Airport Café right on the airport. You just park outside and walk into the terminal building to the restaurant. There were a lot of locals at the restaurant.

After a nice breakfast we were airborne again with our next stop at Longville Municipal Airport (KXVG) where we topped off with \$4.65 100LL. It must have been old fuel at that price but burned well in the Cherokee. We continued our flight toward Bemidji flying at 2,500 feet to enjoy the colorful fall foliage.

years he has owned a Baron 58 flying it more than 5,000 hours to cover the aviation industry. And now he is a part-time corporate pilot flying a King Air 350.

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The pictures were taken on the west shore of Leech Lake. This area is covered in smaller lakes and swamp land and higher ground with hardwood trees. The color was at its peak! It was a fall flight that has great memories.

On Saturday, October 29, I flew to Benson Airport (6MN9), EAA Chapter 745 Fright Flight Pancake Breakfast, White Bear Lake, MN. This was their annual fall pancake breakfast for Halloween. There were several Halloween costumes on both adults and kids. It is a private airport with a 2,000 foot long and 75 foot wide grass strip. Short field take-off and landing skills are needed. The challenge was landing on runway 12 into the sun. A cub was really challenged and ended up in what looked like a ground loop and off the runway on the east side, tipped up on its nose with the right wing damaged. The pilot was not hurt, fortunately.

There was a nice turnout of aircraft and local people. As far as I know, this was the last pancake breakfast of 2022. What a great flying season!

The first event of 2023, I found on Minnesota DOT URL:

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<https://www.dot.state.mn.us/aero/events/flyins-and-events.html>

## Ski Plane and Wheels Fly-in

March 18, 2023  
10 a.m. to 2 p.m.  
Aitkin Airport (KAIT)

Ski planes and wheels welcome to a no-charge chili feed and hot dogs fly-in sponsored by EAA Chapter 965, Aitkin Flyers. Contact: Trudi Amundson, [trudiamundson@yahoo.com](mailto:trudiamundson@yahoo.com)

See you around the patch.

Please send articles and pictures to me at:  
[alhowar@attglobal.net](mailto:alhowar@attglobal.net).

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*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 KRGK. (FAA). You can get authorization to fly into the Minneapolis airspace with this tool: [ADS-B Deviation Authorization Preflight Tool](#)

# 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.

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