



EAA Chapter 100 April 2023 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.

April Meeting

– Dwayne Hora

Reminders:

Our April 14 meeting will be held at the Dodge Center airport terminal building, hosted by Brad Anderson.

We have \$5 in YE credits to redeem.

Need to confirm the next YE rally date?

Reminder, our May 13 meeting will be our first Saturday meeting of the year, hosted by Chris Budahn.

Thanks,

Dwayne



COMING OUT OF HANGAR HIBERNATION: SPRING FLYING SAFETY TIPS

-- Hartzell Propeller

Date: March 20, 2020 Category: [Blog](#) Tags: [AOPA](#), [flying safety](#), [flying safety tips](#), [Seasons of Safety](#)

At Hartzell Propeller, we're passionate about flight safety and pilot proficiency. That's why we're proud to sponsor the AOPA Air Safety Institute's (ASI) newest video series, "Seasons of Safety."

At the start of each season, ASI is live-streaming a video with tips from Executive Director, Richard McSpadden. The debut episode, "[The Awakening: Coming Out of Hibernation](#)," highlights the key steps pilots should take before taking their first flight of the spring flying season.

Here's a quick recap of some of the top tips covered in the first episode:

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A Note from the Treasurer

-- Chris Budahn

Just one final reminder that the chapter dues are \$10 per year. I'm looking forward to an active year with a strong chapter. It will be exciting to watch the progress of those who have started build projects recently.

Happy Flying,

Chris Budahn
6525 County 30 BLVD
Kenyon, MN 55946



(Continued from page 1) - COMING OUT OF HANGAR HIBERNATION:
SPRING FLYING SAFETY TIPS

Know the difference between currency and proficiency

As general aviation activity ramps up in the spring months, accidents go up, too. Before you hop in the cockpit, think about whether you're both current *and* proficient.

What's the difference between the two? Simply put, currency is what keeps you legal. Proficiency is what really keeps you safe.

Consider currency

Look back in your logbooks, whether paper or electronic. Review the requirements to see if you're up-to-date. For example, to be able to carry passengers, you need to log at least three takeoffs and three landings within the preceding 90 days. If you fly with instruments, you need to perform and log at least six approaches in the last six calendar months. **Editor:** Per FAR 61.57 Recent flight experience: Pilot in Command (c) Instrument experience (1) (i) Six instrument approaches. (ii) Holding procedures and tasks. (iii) Intercepting and tracking courses through the use of navigational electronic systems.

Take time for spring training

Even if you're legally current for springtime flying, you may not be proficient. As Richard says, "You're not the same pilot with the same skill level and proficiency as you were back in September or October."

For example, professional baseball players start their season with spring training; they don't jump into the World Series right away. Like baseball players, pilots would be wise to start slow and warm up to the skill level where they left off in the fall. Try practicing on a [flight simulator](#) or even do some armchair flying!

The ASI recommends updating your personal minimums before the spring flying season. You can download personal minimum contracts for [VFR](#) and [IFR](#) flying on the AOPA [website](#).

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Secretary Comments

-- Jeff Hanson

EAA Chapter 100

Chapter 100 meetings

Editor: Jeff was out of town for the March meeting and no meeting notes were submitted to me.

(Continued from page 2) - COMING OUT OF HANGAR HIBERNATION: SPRING FLYING SAFETY TIPS

Practice Emergency Scenarios

Emergency situations can happen at any time; they don't take a break for seasonal adjustment. Run through basic emergency procedures, such as engine failure or smoke in the cockpit. As you clean out your airplane, make sure your emergency checklists are handy in case you need them.

Before your first flight of the season, check out the ASI's [Focused Flight Review](#), which offers packaged flight profiles designed to tackle gaps in proficiency.

Clean and inspect the airplane

Whenever you're coming back from a flying break, plan to take a significant amount of time to get the airplane ready.

Start by taking a walk around the airplane, looking for signs of corrosion, cracks, bird nests, and condensation. Stand back to get a big picture of the exterior, then do an up-close inspection.

Next, check out the interior. Now is a great time to "spring clean" your airplane, taking out any trash and expired charts. Empty and repack your flight bag. Do the same thing with your survival kit and first aid kit.

Then, make sure the battery is fully charged. Check the oil and inspect the state of the engine. Look for leaks, damage, cracks, and fraying—anything that could lead to a bigger problem during flight.

Be sure to [inspect the propeller](#) carefully. Check for damage and nicks as you normally do. Also, look for leaks around the seals and cracks or deterioration in the deicing boots if you have them. Prop damage can be exacerbated by the cold weather, especially if your airplane was tied down on the ramp and exposed to the elements all winter.

Bringing your airplane out of "hangar hibernation" will take a while. Consider taking the first flight by yourself or with another patient pilot, so you don't feel rushed. *Happy flying!*

P.S. Subscribe to the [Air Safety Institute's YouTube channel](#) so you can tune into their next video on the specifics of summer flying!

Editor: This article can be found at URL: <https://hartzellprop.com/seasons-of-safety-spring/>

Scale Down to Step Up

-- AVEMCO

Editor: Reprinted with permission from:

Thank you for reading our PIREP. You have our permission to share the article in your newsletters.

Thank you,

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April 2023

Do you reach for your wallet every time your airplane mechanic calls? Do you live in dread of the costs associated with an Airworthiness Directive notice? Do you fly a few hundred more hours before an engine overhaul because you're not sure how to pay for it?

Of course, you want to be a safe airplane owner. You *need* to be a safe owner. But sometimes it's just so darned expensive. I don't mean to scare anyone away from airplane ownership, just help you find a way to enjoy it a whole lot more.

(Continued from page 3) - Scale Down to Step Up

Unfortunately, a lot of people will buy the most airplane they can afford. Who can blame them? It's easy to get caught up in the glamour and performance of a classic aircraft when they cost the same (or less) than a 1970s Cessna 172. Trouble is, paying the purchase price is just getting your foot in the door. For example, inspections usually cost more on retractable-gear airplanes. FBOs can charge you more to hangar or tie down a twin, even if it's smaller than some single-engine airplanes. The more complex the airplane, the more equipment needs regular maintenance and the occasional bit of overhaul, replacement, or repair.

Although we all gawk at one-of-a-kind airplanes, uniqueness means it's harder to find parts and qualified mechanics, and that means it's more expensive. Let's face it, most insurance companies will charge more to insure a more complicated, expensive, or unique airplane because it costs more to fix it if you have a claim.

They're all fine airplanes; it's a matter of finding the one that fits your personal budget. Ask yourself if scaling your expectations down a notch might result in a much happier ownership experience. Choosing a Cherokee 180 instead of a Piper Arrow, for instance, is not really much of a step down in performance (see how little time you'll save in the Arrow on a typical trip). But the added costs of the more complex airplane are hundreds or thousands of dollars each year you could spend on fuel, avionics, maintaining your airplane the way you know you should, or new paint that'll make your airplane the envy of those who can barely afford the airplane they chose. Additionally, the money you save could go towards your keeping your flying skills as sharp as possible.

If you've considered all of the variables and decided on the more complex aircraft, fine. But don't live in dread of the next unexpected ownership cost. Buy the airplane you can afford to fly. A small step down in performance can often mean a big step up in the enjoyment of your airplane ownership experience.

We'd love to know what you think of this PIREP. Please email us at PIREP@Avemco.com and let us know.

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Editor: This article is found at URL: https://www.avemco.com/news-events/pirep-blog/scale-down-to-step-up?part=ner=PBLG&utm_medium=email&utm_campaign=EMLO742_Blog&utm_source=iPost&utm_medium=email&utm_content=&utm_campaign=

EAA Chapter 100 Information

-- Gordy Westphal

We have several items I would like to include in the next newsletter. We have been given 2 FlightCom headsets, 1 Lightspeed headset, 1 36" sheet metal brake, 1 48" brake, 1 set of Sonerai wheel pants and 1 set of RV wheel pants. Put down for cost, donations would be appreciated to the chapter. The new shelving has been completed for Brad to help him find a place for his supplies and now I need to order the tool cabinet. It looks like we will have a slight cost overrun. Sounds like I hear that every night but at least we have funds to cover it. For brake pictures or the headsets see me or email Stan or me.

Thank you, Art.....Gordy

On Dec 10, 2022 09:38, Gordon WESTPHAL <gewestphal@msn.com> wrote:

Chris, Stan and I assembled a new metal 2x4x7 foot cabinet yesterday from U-Line and its ready to go. We have to align the frame so the doors are plum, square and lock in better but we have lots of space for tools. Total cost for the frame with tax and shipping was \$885.15. If you need any more info let me know.....Thanks.....Gordy

Newsletter Editor

-- Art Howard

Just returned from the Sun 'n Fun Aerospace Expo in Lakeland, Florida. The gate attendance on Friday set a new record for attendance. I counted 241 homebuilt N Numbers. The weather front across the top of Florida once again kept the numbers reduced. There seemed to be more GA camping and parking than in years past, but just an observation, since I don't know the real numbers.

There was no rain this year so it was very dusty, so the airplane really got dirty. Fortunately, when we stopped in Cleveland, Tennessee to see my daughter and her family, it rained and washed the dirt off. Before that, the morning dew in Lakeland caused rivulets to form and there were muddy rivers all over the aircraft. Ugly!

I have been working on getting a return to monthly IMC Club meetings (Instrument Meteorological Conditions). The first meeting will be Wednesday, April 12, at the Signature Conference Room, Rochester Airport. You can either fly in or drive in. Free airplane parking will be provided by Signature Flight Support for this training event.

I talked to Derwin Hammond and he will set it up for Wings Credit. There will be a sign up sheet for Wings Credit at the IMC Club meeting. You do not have to be an instrument rated pilot to attend these meetings. All pilots are welcome. Hope to see you there!

From the EAA HQ Website: "The purpose of EAA Instrument Meteorological Conditions (IMC) Clubs is to promote instrument flying, proficiency, and safety. The intent is to create a community of pilots willing to share information, provide recognition, foster communications, promote safety, and build proficiency in instrument flying. EAA IMC Clubs are extensions to local EAA chapters and offer monthly IMC program meetings where pilots can network and share knowledge and experiences. Since 2017, instrument pilots have improved their proficiency through the EAA IMC club programs and they love it."

See you around the patch

I need more articles from the membership. Please send your articles and pictures to alhowar@attglobal.net.

ForeFlight acquires CloudAhoy

-- General Aviation News

By General Aviation News Staff · April 10, 2023

Founded in 2011, CloudAhoy is a provider of post-flight debriefing, analytics, and flight operations quality assurance (FOQA) software for general aviation pilots and flight training organizations.

The deal strengthens ForeFlight's data analytics tools and services, which provide "a seamless digital ecosystem that touches all phases of flight," according to company leaders.

"CloudAhoy's advanced capabilities and products will complement and integrate nicely into our existing digital portfolio, and we are excited for CloudAhoy and its employees to join our team," said Tim Schuetze, ForeFlight CEO. "Recording and debriefing flights has been a staple of ForeFlight for years, and CloudAhoy's software will enable even deeper post-flight analysis of every flight."

ForeFlight's Track Log feature already supports exporting recorded flights to view in other apps such as CloudAhoy, company officials noted.

Additionally, ForeFlight's Sentry and Sentry Plus ADS-B receivers record additional flight metrics, such as attitude and g-load, giving CloudAhoy even more flight data for a more informative analysis, they said.

Editor: The RUL for the above article is: <https://generalaviationnews.com/2023/04/10/foreflight-acquires-cloudahoy/>

Spring Flying Season Is Here!

-- David Leiting

March, 2023 — The Young Eagles 30th anniversary celebration is off and running at full swing. As of mid-February, 120 Young Eagles pilots had met the goal of flying 30 Young Eagles in celebration of the 30th anniversary. Additionally, EAA is two months into the double

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Young Eagles credits extravaganza. Every Young Eagle flown through the end of July 2023 will earn \$10 of Young Eagles credits.

Beyond the Young Eagles 30th anniversary, there is plenty more happening around the program.

The Young Eagles Risk Management course was launched in December 2022. All chapter Young Eagles coordinators are required to complete this training by April 30, or by the chapter's first rally of 2023 – whichever occurs first. Full details on this training are available at EAA.org/YERiskTraining.

Spring is also a great time to start planning for International Young Eagles Day, scheduled for Saturday, June 10. The double Young Eagles credit offering makes it all the more worthwhile to consider hosting a chapter rally in celebration!

To help chapters prepare for International Young Eagles Day, I will be hosting a webinar on Tuesday, April 18, at 7 p.m. CDT. You can [register here](#).

On top all of the exciting Young Eagles happenings, I am also thrilled to announce EAA's inaugural Learn to Fly Week, scheduled May 15-20. This weeklong event will be focused on helping people achieve their dream of becoming a pilot. After five consecutive days of virtual presentations, the week will be capped on May 20 with Flying Start events hosted at local airports all around the country. Your chapter is invited to participate in these Flying Start events.

I will also be hosting a webinar for chapter leaders about hosting a Flying Start event in conjunction with Learn to Fly Week. This webinar is scheduled for Thursday, March 16, at 7 p.m. CDT. You can [register here](#).

Chapters that host a Flying Start event on May 20 will receive additional promotional support from EAA and will be given two weekly passes for EAA AirVenture Oshkosh 2023. Events must be registered on FlyingStart.org. To learn more or start planning your chapter's event, visit EAA.org/FlyingStart.

With all that is happening in the EAA world, I hope that you are finding time to enjoy the spring weather! As al-

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.

Editor: Make sure you are current to fly Young Eagles at the EAA Chapter 100 Young Eagles events.

ways, the team here in Oshkosh is here to support your efforts. You can reach us at YEagles@eaa.org or 800-564-6322.

Tailwinds,
David Leiting, EAA Lifetime 579157
Eagles Program Manager


