



# EAA Chapter 100 August 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.

## August Picnic

– Dwayne Hora

The EAA Chapter 100 Annual Picnic is at the EAA Hangar at the Dodge Center Airport (KTOB) at 11 am, Sunday, August 13, 2023. Food will be served close to noon.

The Chapter picnic is at the Dodge Center Airport (KTOB), 11 am, Sunday, August 13, 2023.

Thanks,

Dwayne  
EAA Chapter 100  
President

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## ***Proposed Rule for Light Sport Aircraft***

-- FAA

### **FAA Proposes Rule to Enhance Safety and Performance of Light Sport Aircraft**

The FAA is planning to enhance the safety and performance of Light Sport Aircraft operations under the Modernization of Special Airworthiness Certification (MOSAIC) Notice of Proposed Rulemaking (NPRM). The proposed rule would put performance safety standards around larger aircraft that innovators are building by expanding the definition of Light Sport Aircraft.

The NPRM proposes an aircraft's weight limit based on stall speed. By permitting higher stall speeds, the proposal would include aircraft weighing as much as 3,000 pounds within the Light Sport Aircraft regulatory framework. This more than doubles the weight of aircraft under the current definition of Light Sport of 1,320 pounds, allowing larger and stronger aircraft to qualify as Light Sport.

The proposal would also expand the type of aircraft sport pilots can operate and allows them to use their aircraft for a wider range of operations such as some aerial work. Although sport pilots could operate aircraft designed with

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## A Note from the Treasurer

-- Chris Budahn

Hello EAA 100,

I'd like to extend my gratitude to all of you who helped at the Father's Day breakfast. Despite the crummy weather we had 10 pilots fly in and served 545 people. This number is down quite a bit from previous years but not bad considering the rain. We took in \$5,500. Of that \$160 was from the donation box. I believe this indicates we were priced accordingly if people were willing to give extra on top of the fee. I haven't received all of the invoices for our expenses yet but when I do I'll give an update on how much we actually profited from our work.

Happy Flying,

Chris

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*(Continued from page 1) - Proposed Rule for Light Sport Aircraft*

up to four seats, they would remain limited to operating with only one passenger.

You can view the NPRM and provide comments by Oct. 23, 2023, at [www.federalregister.gov/d/2023-14425](http://www.federalregister.gov/d/2023-14425).

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## AirVenture Volunteers

-- Dwayne Hora

This is a list of EAA Chapter 100 current and former members that volunteered at AirVenture 2023:

Name	Area Worked
Brand Anderson	Communications
Bob Bitner	Home Builders
Dwayne Hora	S40 Registration
Art Howard	S40 Registration
Dave McLeod	Weeks Hangar
Bob Nelson	Weeks Hangar and S40
Dave Nelson	Weeks Hangar
Doug Solinger	S40 Registration
Dennis Spathis	S40 Registration
Jake Wegman	S40 Registration

Thanks to all who helped out at South AirVenture 2023. It was a great event again.

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## Fall Flying

-- boldmethod.com

### 3 Reasons Why Fall Flying Is Better Than Summer Flying

By [Nicolas Shelton](#) 11/06/2021



Fewer thunderstorms and less turbulence mean more

*(Continued on page 4)*

## Secretary Comments

-- Jeff Hanson

### EAA Chapter 100

Here are the minutes from the July meeting:

- 14 members present.
- 1 fly in
- The meeting was held at Ken Chase's hangar at KRST. Thank you, Ken, for hosting!
- Pancake breakfast recap. Dwayne went over the initial numbers from breakfast. The final totals will be presented once all the final bills have been paid.
- The fall Young Eagles event is currently scheduled for 9-23-23. Dan may have a scheduling conflict so this date may change.
- Chapter interest and advertising discussion.
- Dave Nelson brought up issues with newsletter distribution to be taken into consideration. Need to update the chapter ISP to be able to increase the chapter newsletter reach..
- Dave Nelson also brought up current aviation fuel (100LL) shortage issues that will soon be affecting the entire sport and general aviation communities. It is strongly recommended that members reach out to their elected officials to discuss the issue and to promote the need for leaded fuel availability.
- Meeting adjourned at 10:00 AM.

Ken offered insight into his many projects located in his hangar.

Respectfully submitted,

Jeff Hanson

Chapter Secretary

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## Young Eagles Event

-- Dan Crandell

The Young Eagles event coming up is Sep. 16, rain date the 23rd. I need help with getting pilots, ground crew, and someone to step into my shoes. With all the changes that the Young Eagles program has gone through over the years, it has become a more demanding task. Stepping into it without any up-to-date experience can be a little overwhelming. I am looking for someone that would work with me to learn all the behind the scene requirements and details associated with making a successful rally.

I love the Young Eagles program. Over the years, I have found a hidden reward that is priceless. When a parent comes to you and thanks you for providing their child with this opportunity, and now a new aviation passion has been born. Many of Chapter 100 Eagles have gone on to pursue aviation careers.

It takes a strong team effort to make good things happen. The preparation for a rally has several steps, and some things need to be setup well in advance. That means everyone that plans to participate in the rally needs to step up as soon as possible.

There are some requirements that need to be completed in advance. Airport security, air traffic control, rally site location, pilot requirements, to name a few. We all need to do what we can to make it happen. The sky is the limit, only for those that don't fly!

Take care

Dan

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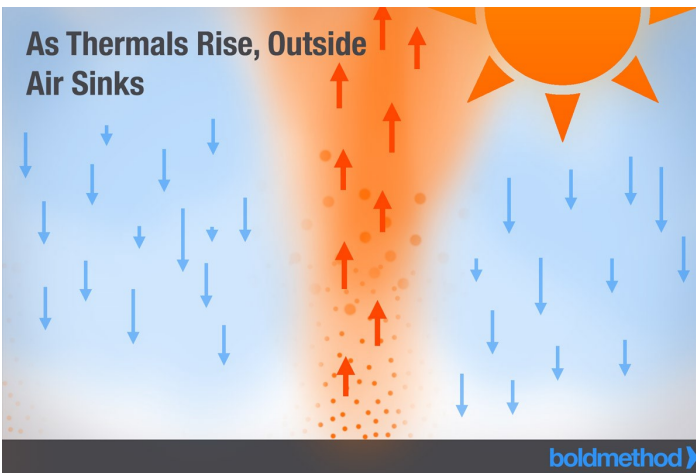
(Continued from page 2) - Fall Flying

days in the air for you. Here are the advantages of fall weather flying in a GA aircraft.

### 1) Fewer Bumps

In summer, the earth's surface is exposed to the most direct sunlight. The ground absorbs the heat, then releases it back into the atmosphere, causing warm air to rise. This rising air is displaced by cooler, sinking air, causing [turbulence](#).

With less hot, buoyant air in the fall, you can expect smoother departures, cruises, and arrivals.



In addition to less turbulence, fall means the end of thunderstorms for much of the US. With less solar energy heating the earth, the atmosphere starts to become more stable.

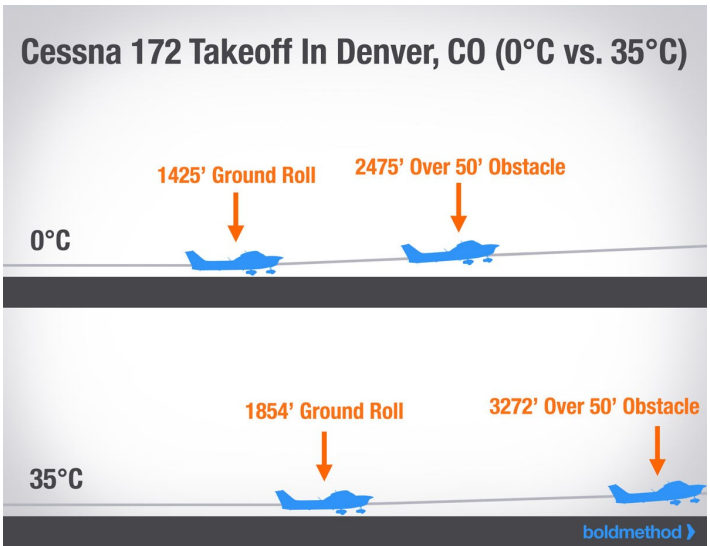
### 2) Lower Density Altitude

The lower temperatures of fall don't just mean a more comfortable preflight, but also more performance out of your aircraft. [Density altitude](#) is the altitude your aircraft performs at. Temperature, field elevation, and humidity all contribute to density altitude (Temperature having the greatest effect, and humidity having the least effect).

Having a lower density altitude means your aircraft will have a shorter takeoff ground roll and increased climb performance, compared to a hot day with high DA.

### 3) Clearing Weather

Dry arctic air makes its way south, pushing moisture out with it. Behind these cold fronts, the cool air sinks to the surface helping stabilize the atmosphere reducing the number of thunderstorms.

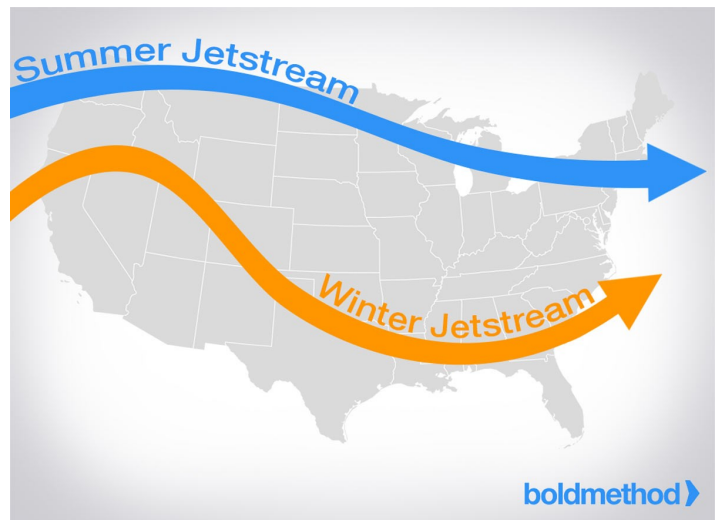


### But, Fall Flying Isn't All Roses...

Not everything related to flying gets better in the fall. Here are two of the more challenging parts of fall flying.

#### 1) Shifting Jetstream

The Jetstream shifts from north and south as the seasons change. As the Jetstream moves south for the winter, it intensifies, often increasing surface winds causing [gusty days](#).



#### 2) Radiation Fog

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# Newsletter Editor

-- Art Howard

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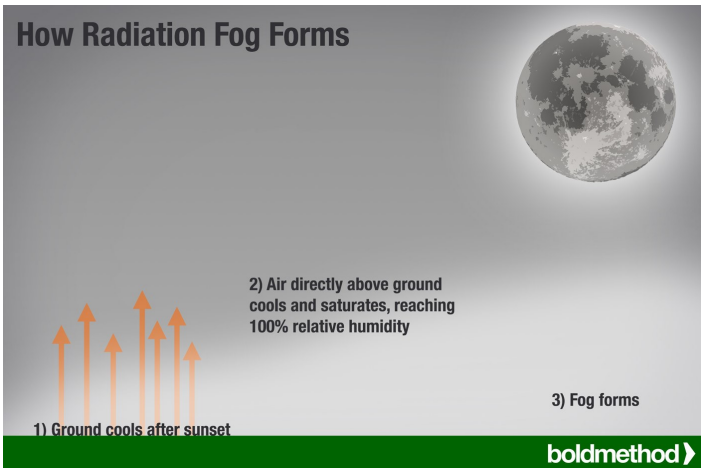
Clear skies and calm nights make great flying, but one drawback is that these are also the perfect conditions for the formation of [radiation fog](#).

Warmer air holds more moisture than cold air. In the afternoon the sun radiates heat into the earth's surface, but when the sun sets, the air starts to cool and condense causing dew and fog to form. While fog might be a downer for VFR flights, you might get a chance to log some actual instrument flight time!

This was my 47th Oshkosh! Many records were set again at AirVenture. Camp Scholler for drive in camping filled up. The South 40 where I volunteer was mostly full. The overflow aircraft parking was about 3/4 full. New records were set.



This picture is taken before planes started parking in the South 40.



**Editor:** This article is from Bold Method, url: <https://www.boldmethod.com/learn-to-fly/weather/flying-in-fall-whats-different/>

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The South 40 is starting to fill up!

See you around the patch.

I need more articles from the membership. Please send your articles and pictures to [alhowar@attglobal.net](mailto:alhowar@attglobal.net).

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First time in a long time that the balloon launch actually happened at AirVenture.

## Fly-in Event Websites

## EAA Young Eagles Pilot Requirements

-- EAA

The following are websites to use to look for fly-in activities:

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

<https://wisconsindot.gov/Pages/doing-bus/aeronautics/trng-evnts/flyins.aspx>

<http://www.moonlightflight.com/>

<https://www.socialflight.com/search.php>

If you know of any others, please send the link to me at:

[alhowar@attglobal.net](mailto:alhowar@attglobal.net)

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**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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