



EAA Chapter 100 September 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

September 9th EAA Chapter 100 meeting agenda:

- Pledge of Allegiance
- Welcome Visitors
- Reports | As available
- Secretary's Report
- Treasurer's Report
- Committee Reports
 - Hangar
 - Breakfast
- Flight Advisor/Tech Counselor
- Old Business
- Young Eagles
- New Business
- **National Weather Service presentation**
- Adjourn

The next Chapter 100 meeting is at 9:00 am on Saturday morning, September 9, 2023.

The meeting location is the Dodge Center Airport Admin Building.

Below is a summary of a program to be presented by the National Weather Service at the September meeting.

Thank you,

Dwayne Hora
EAA Chapter 100
President

National Weather Service Presentation

-- NWS

Hello EAA Chapter 100,

Here is a summary of the presentation I plan to provide on September 9th:

Initially, an overview of the National Weather Service's Aviation branch(es)

(Continued on page 2)

Hello EAA 100,

No meeting in August. Just a nice picnic with good food.

Happy Flying,

Chris

(Continued from page 1) - National Weather Service Presentation

and forecast products each branch provides. Of these, local Weather Forecast Offices (WFOs), such as ours here in La Crosse, are responsible for issuing the TAFs within our service areas. Creating and publishing TAFs four times a day becomes a quasi-art form within the science of meteorology. The meat of the presentation then details ways we at your local WFO monitor ongoing weather as well as forecast tools we use to extrapolate expectations. This includes differences between types of weather forecast models that we frequently use and the direction that models as well as the NWS are headed. A summary of NWS-wide products and how to access them wraps up my presentation with a small example of forecasting certain local flight restrictions.

My goal is that everyone takes a glimmer or nugget of something from it. By ranging from a general overview

of NWS services and products to some nitty-gritty scientific specifics I hope I can achieve that for your chapter!

Whether you're a student pilot or a professional aviator, I hope to see you there!

I also aim to leave time for Q & A discussion time. For me and the meteorologists at NWS La Crosse, we want to know what you use and find helpful, or don't! Examples could include:

- Do you use TAFs?
- If so, do you feel they properly communicate and meet your needs as an end user?
- Do you use, or are aware of Aviation AFDs?
- How do you usually receive your weather information for briefings?
- Do you fly MVFR-IFR-LIFR?
- Are you based in SE Minnesota? If so, do you notice any local meteorological phenomena we *try* to properly forecast that you do/don't appreciate?
- What are we missing at your local airport!?
- Low level wind shear?
- TAF specifics: PROB30? VCSH? VCTS?

Thank you for allowing me to come speak, I greatly look forward to it,

Joey Ricciotti
Forecaster
National Weather Service
La Crosse



Secretary Comments

-- Jeff Hanson

No meeting in August. Just a nice picnic with good food.

Jeff Hanson

Chapter Secretary

Knee replacement surgery contributes to crash

-- General Aviation News Staff

By General Aviation News Staff · September 1, 2023 ·



The private pilot reported that, shortly after the application of takeoff power, the Cessna 172 pulled strongly to the left while on the runway at the airport in Indian Trail, N.C.

He attempted to correct with right aileron and rudder, however, shortly after rotation, the airplane climbed at an excessive pitch angle and continued to the left.

He lowered the nose to regain some airspeed, but the airplane hit the ground before coming to rest against the trees bordering the runway.

The airplane sustained substantial damage to the wings and fuselage, while the pilot sustained minor injuries.

(Continued on page 4)

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



(Continued from page 3) - Knee replacement surgery contributes to crash

The pilot told investigators that he recently had knee replacement surgery and was unable to bend his left knee, which caused an inadvertent application of left rudder that could not be overcome during the takeoff and initial climb. This resulted in a loss of airplane control and subsequent impact.

Probable Cause: The pilot's failure to maintain airplane control during takeoff and initial climb. Contributing was the pilot's physical limitation which caused an inadvertent application of left rudder.

[NTSB Identification: 104279](#)

To download the final report. [Click here](#). This will trigger a PDF download to your device.

This September 2021 accident report is provided by the National Transportation Safety Board. Published as an educational tool, it is intended to help pilots learn from the misfortunes of others.

Editor: The above is from **General Aviation News** URL: <https://generalaviationnews.com/2023/09/01/knee-replacement-surgery-contributes-to-crash/>

Midwest majesty

-- General Aviation News Staff

Picture of the Day: Midwest majesty

By [General Aviation News Staff](#) · September 3, 2023



Jim Roberts submitted this photo with a note: "Sunset illuminates building cumulus clouds during the 2019 [Antique Airplane Association](#) annual fly-in at Blakesburg, Iowa."

Would you like to have your photo featured as Picture of the Day? You can submit it via [this form](#).

All photos sent in for Picture of the Day are also considered for our new Page 4 photo feature in the print issue of General Aviation News, as well as A Year in Pictures in the December issues.

Click [here](#) to see the photo of the day archives.

Editor: This picture and article are from General Aviation News URL: <https://generalaviationnews.com/2023/09/03/picture-of-the-day-midwest-majesty/>

THE PHYSIOLOGICAL RISKS OF FATIGUE

-- FAA Safety Briefing

GOING LONG: THE PHYSIOLOGICAL RISKS OF FATIGUE

DR. SUSAN NORTHRUP, FAA FEDERAL AIR SURGEON

As I write this article, I am catching up from AirVenture. This wonderful experience tends to be very busy so fatigue is very much on my mind and I suspect that it is for many of you. In general, we think of fatigue as acute (recent sleep deficit), chronic (multiple days of inadequate sleep), or circadian (related to time of day and normal physiological lows). In commercial aviation, there are specific safeguards to limit the duty day depending on reporting time and number of legs. These regulatory restrictions do not apply to operations under 14 CFR part 91, but our physiological limitations do. The number of mishaps attributed to fatigue, some fatal, clearly demonstrates this.

Fatigue impairs the brain's executive functions including attention, multitasking, and decision-making, sometimes dramatically. This can result in confusion, task fixation, increased errors and, of course, drowsiness.

(Continued on page 5)

Newsletter Editor

-- Art Howard

It is **HOT!** Stay hydrated in this hot weather. Later this week it is supposed to cool off. Hopefully our fall flying season will then kickoff.

I reached another milestone in my flying adventures. This past week I my Pilot Log Book is showing over 5,000 hours! Cross country of over 3,454 hours and IFR over 272 hours logged since my introductory flight in Eagle Grove, Iowa by John Fitzpatrick on April 30, 1966.

My first solo was on January 21. 1967, in a Cessna 150, N6598T, shortly after my 26th birthday. Looking at these numbers, I have been flying aircraft for over 57 years! What a great time!

See you around the patch.

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

(Continued from page 4) - THE PHYSIOLOGICAL RISKS OF FATIGUE

Unfortunately, your ability to recognize this is also impaired.

Early in training, we are more likely to dedicate time specifically to flying, whether local or cross-country. Both tend to focus on meeting explicit regulatory requirements (hours and distance). This makes sense in flight training; the goal is to learn essential aviation skills as efficiently as possible. But this approach might not prepare you for your first actual long-range solo or sole pilot flight without someone reviewing your planning. Tack on fatigue and you increase the risk of an adverse outcome.

Here are a few potential pitfalls. The risk of fatigue should be obvious when you experience inadequate sleep, trans-meridian travel (jet-lag), recent illness, hectic work week, etc., but it's unwise to underestimate human ability at self-deception. Even if you had enough time for sleep, it might not have been restorative.

Stress, alcohol (even within legal minimums), some medications, or a poor sleeping environment, can lead to unexpected (and unrecognized) fatigue. Even the flight can contribute: preparations, duration of flight at altitude, weather, or unfamiliarity with the course are all aggravating factors. Also dehydration can mimic and magnify the effects of fatigue.

What Can You Do?

A pre-flight and ongoing self-assessment of your fitness is critical. IMSAFE is a good tool. Pressing ahead if you feel tired is high risk, especially at night. Take a nap, reschedule the flight, or break up your trip with an over-night stay. Stay hydrated even if it requires an en route stop. For longer flights, plan shorter legs. It helps keep a safe fuel reserve, a comfortable bladder, and reduces the risk of a blood clot. (By the way, coffee is not the solution: it does not replace adequate rest). It is better to arrive safely at your destination late than not at all.

What Are We Doing?

Aerospace medicine conducts ongoing research into fatigue management and countermeasures. My staff are working with counterparts at NASA and NTSB to continue steady improvements in flight safety. Robust programs for commercial aviation can be applicable to general aviation, even for single pilot operations (see below). For over a decade, general aviation has enjoyed a steady decrease in the mishap rate. Please help keep this trend going downward.

Dr. Susan Northrup received a bachelor's degree in chemistry, a medical degree from The Ohio State University, and a master's degree in public health from the University of Texas. She is double board-certified by the American Board of Preventive Medicine in Aerospace Medicine and Occupational Medicine. She is a retired U.S. Air Force colonel and a former regional medical director for Delta Air Lines. She is also an active private pilot.

Editor: This article is from FAA Safety Briefing - September October 2022 URL: <https://www.faa.gov/sites/faa.gov/files/2022-09/SepOct2022.pdf>

Fly-in Event Websites

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



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.

