



EAA Chapter 100 March 2024 Newsletter

<http://eaa100.org>

2024 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
Art Howard
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.

March Meeting

– Dwayne Hora

Here is the March 8th meeting agenda:

- Pledge of Allegiance
- Welcome Visitors, CAP representatives expected.
- Reports | As available
 - *Secretary's Report
 - *Treasurer's Report
- Committee Reports
 - *Hangar
 - *Breakfast
 - *Young Eagles
- Old Business
- New Business
- Flight Advisor/Tech Counselor
- Presentation by Civil Air Patrol, Captain Anthony Knauer
- Builder Reports
- Adjourn

The next EAA Chapter 100 meeting is at 7:00 pm on Friday evening, March 8, 2024.

The meeting location is at the Dodge Center Airport Admin Building (KTOB)

Thank you,

Dwayne Hora
EAA Chapter 100
President



A Note from the Treasurer

-- Chris Budahn

Hello EAA 100,

It's that time of year again where I have to ask for your membership dues. The dues are only \$10. Please be sure to keep your EAA national membership account current as well. This can be done at www.eaa.org. If you haven't already given me your national membership number, please submit that with your dues payment. We use a roster management tool that links to your national membership. This allows us to keep track of things you have done on the national level such as Youth Protect training or background checks that are necessary for participation in the Young Eagles program.

You can mail the payment to me, or bring it to the next chapter meeting.

Thanks,

Chris Budahn
6525 County 30 BLVD
Kenyon, MN 55946
507-438-1130



SMS FOR EVERYONE

-- By Nicole Hartman

A Closer Look at Personal SMS

For many people, the beginning of a new year is the perfect time for a fresh start — an opportunity to make resolutions, improve habits, and aim to be better than we were before. If you're anything like me, these goals are easy to make, but harder to keep. If I fail to eat healthier and read more, I typically only disappoint myself, so the stakes are pretty low. But the consequences are much higher if a pilot falls short of their safety target. So, how can pilots resolve to be safer this new year? Developing and implementing a personal safety management system (SMS) is a great start.

It's a common myth that SMS is only for large, complex operators who have abundant resources to support and maintain a complicated safety system. The fact is that an SMS by its nature is scalable and can be applied to any size operation, from a major airline to a single pilot. Read on to find out how an SMS works and how adopting a personal system can help improve your flight safety.

Elements of SMS

An SMS (FAA Order 8000.369) is a formal, top-down, organization-wide approach to managing safety risk and assuring the effectiveness of safety risk controls — but it can take many shapes and sizes, depending on your situation. If your “organization” happens to only include you or the handful of members in your flying club, it should be relatively straightforward to implement and may not be quite so “formal.” For many, the term “SMS” sounds like an enormous undertaking to develop and requires some type of approval from the FAA to use, but the truth is that you're probably already doing many of the tasks involved in an SMS. Do you make safety your highest priority? Check! Do you stick to your personal minimums? Check! Other components like a sound safety assurance process to account for changes to

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Secretary Comments

-- Jeff Hanson

Here are the minutes from the February meeting:

- 13 members and 2 guests present.
- Young Eagles discussion: Rich Fugate and his daughter have volunteered to take the lead on this year's Young Eagles rallies. They will coordinate with Dan Crandall for the turnover. Brad Anderson will assist as well. Currently, this year's rallies are scheduled for May 18th (rain date May 25th) and September 21st (rain date September 28th).

Pancake breakfast discussion: Brad Anderson suggested donating the proceeds from this year's breakfast to a community cause or family in need. The suggestion will be up for further discussion along with a motion and vote at the next meeting.

Respectfully submitted,

Jeff Hanson

Chapter Secretary

Chapter Secretary

(Continued from page 2) - SMS for Everyone

your circumstances and contributing to the community might not have a dedicated place in your process yet, but incorporating them will prove to be worthwhile.

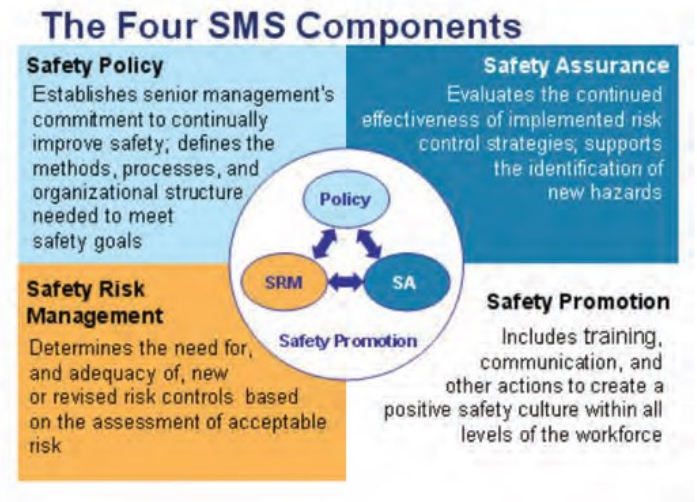
A key benefit of formalizing your system is that you're more likely to stick with it (unlike my New Year's resolutions) and can improve your operations based on what you learn. The system is there to make it easier for you to reach your goal of being the safest pilot possible.

So, what makes up this system? The core of any SMS is to provide a systematic approach to achieving acceptable levels of safety risk. SMS is comprised of four components or "pillars," each of which is a function that you can use daily to keep your operations as safe as

possible. The four components include:

- **Safety Policy** — commitment to safety. This can be as simple as a mission statement and clearly defined personal minimums.
- **Safety Risk Management** — identify hazards and controls. This means adhering to your pre-established safety policy when conditions exceed your limitations.
- **Safety Assurance** — continuous improvement. This means having a process to decide when, how, and to what extent personal minimums should change.
- **Safety Promotion** — engage, excite, involve, empower! This means getting involved in the community (e.g., reporting safety concerns, mentoring).

Learn more about SMS at [faa.gov/about/initiatives/sms](https://www.faa.gov/about/initiatives/sms).



A Sample SMS

So, what does a personal SMS look like? John Croft, an Operational Safety Analyst in the FAA's Office of Accident Investigation and Prevention, is no stranger to safety culture. However, it wasn't until he had a very close call — with his wife and a fellow pilot on board — that he decided to develop a personal SMS. Croft, who's had his wings since 1978, recalled the event that prompted his need for a process change.

"The airport I was departing from had a long and a short runway," recalled Croft. "On that particular after-

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them, make changes, and continuously evaluate the safety of his “operation.” In other words, he needed an SMS.

So, Croft established his own SMS, which he colloquially refers to as the “poor pilot’s SMS.” His safety policy is motivated by his quest for the “perfect flight” and is documented in rules and standard operating procedures. Croft

developed a web-based questionnaire on Google Forms to document hazards as the core of his safety risk management (SRM) program. The online form leads him (or anyone else who uses it) through a standard list of questions, which Google then populates in a spreadsheet. He regularly reviews the spreadsheet to conduct his safety assurance component. As part of safety promotion, Croft shares his SMS with three clubs that he flies with, and the spreadsheets are reviewed as a group at monthly meetings. The group discusses the hazardous situations and what can be done to avoid them in the future. The resulting solutions and mitigations are documented in an “SRM Distillery” so these key takeaways are not forgotten.

Croft has been using his SMS for two years and the results have been encouraging. By documenting and reviewing incidents, he’s able to look at why something occurred, come up with ways to prevent it from happening again, and continuously review and assess how things are going. This review can be done solo but is even more valuable if you can get a broader analysis from a group. Croft admits that it can be humiliating to confess to others — especially your pilot peers — when you made an honest mistake, but that it’s important to set an example. “It’s a tough hurdle to overcome, but we need to celebrate when people report an issue,” says Croft, who admittedly gets excited when he sees others using his system to file reports. Croft views these spreadsheets as seeds of data that will grow a garden of mitigations and ultimately get him — and everyone he flies with — ever closer to that “perfect flight.”

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noon, the long runway had a crosswind component that was well above the maximum demonstrated crosswind for the Piper Archer I was flying. The shorter runway however had a direct headwind. In my flat-lander mind, we’d lift off and climb like a rocket into that wind, eliminating the reason the airport didn’t recommend using that runway for takeoff — mountains ahead. I had get-home-itis and pushed the throttle to the firewall. Next thing I know, we’re heading directly for a mountain and not doing much climbing (downdraft), and a turnback wasn’t possible because of hills to the left and right. This was the first time my wife recalled hearing me utter the ‘Oh S(ugar)!’ expletive in all her years flying with me, so she knew it was serious. Thankfully, an escape route appeared to my right — a road through a notch in the terrain. I followed it, gently managing my airspeed to avoid a stall. Eventually we were able to climb and fly out of the area.”

The fact is that an SMS by its nature is scalable and can be applied to any size operation, from a major airline to a single pilot.

After the adrenaline wore off and the embarrassment set in (he wasn’t familiar with flying in mountainous terrain and didn’t automatically connect high winds to downdrafts), Croft had a realization. “When something bad happens, you don’t think it will ever happen again because now you know better — but we’re human, and we forget,” says Croft. This incident made it clear to him — particularly because he put his wife and friend in danger — that he needed to take action or give up flying; he needed a system to report issues, contemplate

(Continued from page 4) - SRM for Everyone

Newsletter Editor

-- Art Howard

“When something bad happens, you don’t think it will ever happen again because now you know better — but we’re human, and we forget.”

DIY SMS

While SMS can be effective regardless of the size of your operation, figuring out where to start might still feel like a challenge. First, document your policy or mission statement, and write it down so you have a daily reminder of your commitment to safety. Then, start keeping a list of things that weren’t perfect. Analyze what went wrong and what can be done to fix it. Save that list and iterate on the fix continually. Periodically audit yourself to ensure the controls you created in your SRM are still applicable. Ask a fellow pilot to evaluate your program. Document and track your data so you can look for mistakes that happen over and over again. Finally, get involved in the community. Participate in voluntary safety reporting and share your mistakes and safety concerns. Offer your skills and experience to the next generation of aviators by mentoring. Embrace safety culture by making yourself an example.

Cheers to a Safer Year

While the beginning of a new year represents the possibility for a fresh start, every single day is an opportunity to improve, especially in the world of aviation. And implementing an SMS, even in the smallest operation, is a chance to stop an accident or incident from happening. This year, resolve to be as safe as you can.

Nicole Hartman is an FAA Safety Briefing associate editor. She is a technical writer-editor in the FAA’s Flight Standards Service.

Editor: The above article is from FAA Safety Briefing magazine dated January/February 2024. The URL is: <https://www.faa.gov/sites/faa.gov/files/JanFeb2024.pdf>

Updates from your Newsletter editor. We are back in Minnesota. We got back on Sunday, February 25, 2024. The boat, Samana, only moved west as far as Fort Myers, Florida.

Samana crossed Lake Okeechobee on Thursday, February 15, 2024. The plan was to go farther up the west coast of Florida, but the weather decided not to cooperate. Seems like flying! Weather is always a force to be reconned with.

Ice Port was canceled because of the warm winter. Probably next year, since the El Niño cycle should be over by then. What a strange winter this has been. We usually come back from Florida to snow banks. This year we see the lawn and it is starting to turn green! Have to start the lawn mower earlier this year.

See you around the patch.

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

Come to the edge

Come to the edge.
We might fall.
Come to the edge.
It’s too high!
COME TO THE EDGE!
And they came
And he pushed
And they flew.

Christopher Logue, New Numbers, 1969. It was originally written for a poster advertising a Guillaume Apollinaire exhibition at the Institute of Contemporary Art in the early 1960’s, and was titled Apollinaire Said. As a result, it is often misattributed to Guillaume Apollinaire.

Editor: From URL: <https://www.aviationquotations.com/poetry.html>

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

“Even before the old Taylorcraft had reached 300 feet, I recognized that the sky would be my home. I tumbled out of the airplane with stars in my eyes.”

Geraldyn 'Jerrie' Cobb, regards her first flight, piloted by her father when she was 12 years old. Woman Into Space: The Jerrie Cobb Story, 1963.

Editor: Database query for "Taylorcraft" found 1 matches. Displaying 1 to 1: From URL: <https://www.aviationquotations.com/cgi/qsearch.pl>

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.

