



EAA Chapter 100 June 2024 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.

June Meeting

– Dwayne Hora

The next meeting is this Saturday, June 8th at 9am hosted by Jake Wegman in his hangar at the Rochester International Airport. See attached map.

The next EAA Chapter 100 meeting is at 9:00 am on Saturday morning, June 8, 2024.

The meeting location is at Jake Wegman's hangar, Rochester Airport (KRST).

Here is the meeting agenda:

- Pledge of Allegiance
- Welcome Visitors
- Reports | As available
 - *Secretary's Report
 - *Treasurer's Report
- Committee Reports
 - *Hangar
 - *Breakfast
 - *Young Eagles, Richard Fugate - Debrief
- Old Business
- New Business
- Flight Advisor/Tech Counselor
- Builder Reports - Time permitting
- Adjourn



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
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Young Eagles Rally takes place at Rochester International Airport

-- KTCC News

Editor: This report is from the following URL: <https://www.kttc.com/2024/05/25/young-eagles-rally-takes-flight-rochester-international-airport/>

By [Matt Rineer](#)

Published: May. 25, 2024 at 4:05 PM CDT

ROCHESTER, Minn. (KTTC) – Rochester International Airport opened up the runways Saturday for extra passengers to get hands on experience in the sky.

[The Young Eagles Rally](#) returned to RST, kids ages 8 to 17 were offered flights while also showing the work from pilots on the runway and up in the air.

"I enjoy it because actually I didn't get a chance to participate in a young Eagles event when I was younger," Great Planes Aviation Pilot Scott Koon said. "I would have loved to have done it. This is a great opportunity. Just the excitement with the kids when they come out of the airplane. It's palpable and a lot of them are like, 'How do I become a pilot?' 'Where do I sign up?' 'When can I start my flight training?' A lot of questions like that. So, it's very exciting."

The rally is designed to showcase the aviation field to kids and expand their interest in the line of work.

"It's very different and it gets kids outside of their comfort zone and gives them the opportunity to do something that they probably would never get the chance to do in any other situation," Young Eagles Event Coordinator Ashleigh Wempe said. "So, they all love it. The feedback is fantastic. Every kid loves it, and we get kids coming back year after year."

RST holds its Young Eagles Rally twice per year; the next rally will be in September.

Find stories like this and more, [in our apps](#).

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Secretary Comments

-- Jeff Hanson

Here are the minutes from the May meeting:

- 12 members present.
- 3 visitors present.
- Gordy Westphal brought up the topic of the chapter donating some all weather lawn chairs to the Dodge Center airport for visitors. During discussion, a bench was suggested. The topic was tabled for further research to be done.
- Pancake Breakfast discussion - the grills are not back yet but should be shortly. They are going to be set up the week before the breakfast to be checked out and then left up until the breakfast.
- Pancake breakfast proceeds discussion - Ken Chase invited Jim Anderson from the local DAV chapter to discuss their mission and advocacy for veterans and veteran's benefits. Dan Crandall made a motion to donate the proceeds from this year's breakfast to DAV Chapter 28. Brad Anderson 2nd the motion. A vote was held and the motion passed.
- Young Eagles go no-go discussion. The event is at capacity and there are 13 airplanes signed up.

Young Eagles follow up - the initial event was called due to weather. The event was held successfully the following weekend. More information to follow.

Respectfully submitted,

Jeff Hanson

Chapter Secretary



FAA Faces

-- FAA Safety Briefing

What do a lobster, a pot, and chowder have in common? To New England local Stephen Brown, they are the three components needed to make a five-star instrument-rated pilot – translated to qualification, currency, and proficiency. A safe pilot understands all three.

Our crustacean friend can navigate the depths without the need to see, even when Poseidon churns up the seafloor, causing subaquatic instrument meteorological conditions (IMC). One could say he's a qualified captain, but that doesn't mean he won't get caught in a trap.

"Each year, we have so many people who are instrument-rated and continue into IMC conditions they should be avoiding. They think they can do it because they are rated," Stephen explains. "Being qualified is great, but that should be considered a knowledge/decision skill, not a regular operational skill."



(Continued on page 4)

(Continued from page 3) - FAA Faces

If you don't want to go from lobster pot to stock pot, stay current. Think of currency as your license to learn.

"What I see as being current for IFR flights is that you have demonstrated the skill set to go out and learn more," he notes. "You can fly in selected conditions to improve your skills and have an instructor conduct an instrument proficiency check. You need to hone and develop those skills."

This is where our culinary trifecta is perfected into a good cup of chowder – with proficiency. That means you can apply those skills in varying conditions and situations and know the conditions and situations to avoid.

"A proficient pilot knows that the hardest decision is the internal debate to cancel before a flight," he said. "Being a proficient pilot also means being able to fly your aircraft without automation in difficult situations. It involves being able to change the level of automation you are using at any given moment without it being a factor."



With more than 8,000 hours as an airplane and glider flight instructor, Stephen is still all about improving his skills and flying as much as he can. He has flown more

than 100 makes and models ranging from powered parachutes to gliders, ski planes, and small corporate jets.

Before joining the FAA in 2009, Stephen earned a bachelor's degree in aviation from Daniel Webster College and a master's degree with a focus in simulation from Embry-Riddle Aeronautical University. He has worked or flown for Comair, Embry-Riddle, Sporty's Pilot Shop, and Cape Air. He was also an aviation program director at the University of Cincinnati and Daniel Webster College.

At the FAA, Stephen's most memorable role was his nine-year stint as an FAA Safety Team (FAAS Team) program manager where he was integral in educating fel-

low pilots. Now, he is an aircrew program manager in the Boston FSDO assigned to Cape Air. He oversees the regulatory involvement of the regional airline's aircrew designated examiners.

"The funny thing that led me to the FAA is an intervention at AirVenture in Oshkosh. I would occasionally help with what is now the KidVenture portion, maybe do a seminar or two, and would just be generally involved," he reminisces. "One day, a bunch of us were watching the aerial performance from some picnic tables, and I realized that all the FAA people I had worked with were sitting around me. One of them looked at me and said, 'Steve, this is an intervention.' That's when I decided I needed to come to work for the FAA, somehow, some way."

So, this is your intervention: next time you fly for that \$100 hamburger – try upgrading to a lobster chowder. And to keep you safely out of the stock pot, remember the three ingredients needed to make a five-star instrument-rated pilot: qualification, currency, and proficiency.

Paul Cianciolo is an associate editor and the social media lead for *FAA Safety Briefing*. He is a U.S. Air Force veteran and an auxiliary airman with Civil Air Patrol.

Editor: The above article is from FAA Safety Briefing—May/June, URL: <https://www.faa.gov/sites/faa.gov/files/MayJun2024.pdf>



Newsletter Editor

-- Art Howard

Flew to Sun n Fun, then Fort Myers to move my boat, Samana, from Fort Myers to Dog River Marina, Mobil, Alabama. The crossing of the Gulf of Mexico from Boca Grande, Florida to Mobil Bay was three days and four nights of blue water ocean. I had one crew member who had never been off shore. He learned a lot! We arrived at Mobile Bay Saturday while it was dark. There were lots of ships at anchor waiting to unload or load. The Pilot Boat was busy delivering Port Captains to pick them up from ships arriving or departing, respectively. We had to coordinate with one ship that was leaving and it crossed just behind us. It was early morning daylight as we docked at Dog River Marina.

Picked up a one way rental to go back to Fort Myers to pick up my airplane. Then flew back to Mobile to work on the boat for a couple of days before returning to Red Wing. I saw 55 knots of wind from the SW at 10,000 feet with a tailwind of 17 knots. A 25 degree plus crab angle from my desired track! The air was surprisingly smooth for a forecast of low level turbulence. An ILS approach into Red Wing in the rain Sunday evening ended the trip.

Tuesday, the last week of April,, my Cherokee went in for its annual inspection. There was over 250 hours since the last annual. Cross county flight really adds up after while. As annual inspections usually do, a problem was found. There was a broken strand in the area of the pulleys in the tail for the trim control cable. As usual, Wayne Trom did excellent work in replacing the frayed cable. Thanks, Wayne!

The run-up after the annual checked out OK. The flight test over the Fort Dodge Airport and all checked out OK. So now the Cherokee has a fresh annual and is ready for more flying.

Tuesday evening, June 4, I flew for night currency. Sure have to stay up late for that activity this time of the year! My first plan was for Monday evening, but some nasty thunderstorms rolled through. Weather is always a part of ADM (Aviation Decision Making) so make a good decision to fly safely on another day.

Wednesday, June 5, I am flying back to Mobile, Alabama to move my sailboat, Samana, north. The plan is

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to get as far as Columbus, Mississippi. Then rent a car to go back to Mobile, Alabama and get the Cherokee. I need to be back in Minnesota for our EAA Chapter 100 Father's Day Pancake Breakfast! Oh, I picked up the Sturdie Wheat Pancake flour last Monday. It is now in my car waiting for delivery to Dodge Center.



The sails on Samana are shaped with a curve similar to an airplane wing. The difference is the airplane wing is horizontal and the sail is vertical. The above picture of Samana was taken while at anchor on the Caloosahatchee River at LaBelle, Florida. The river is part of the Okeechobee Water way which crosses Florida from Stewart to Fort Myers.

Weather knowledge is required for both airplanes and sailing. Neither likes really severe weather, so the skills are transferable.

See you around the patch.

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

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

AOPA Flyover of DC

-- AOPA.org

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.

