



# EAA Chapter 100 July 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 Saturday, July 13th at 9am hosted by The Hanson's at the Dodge Center airport terminal building.

The next EAA Chapter 100 meeting is at 9:00 am on Saturday morning, July 13, 2024.

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

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## 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](http://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

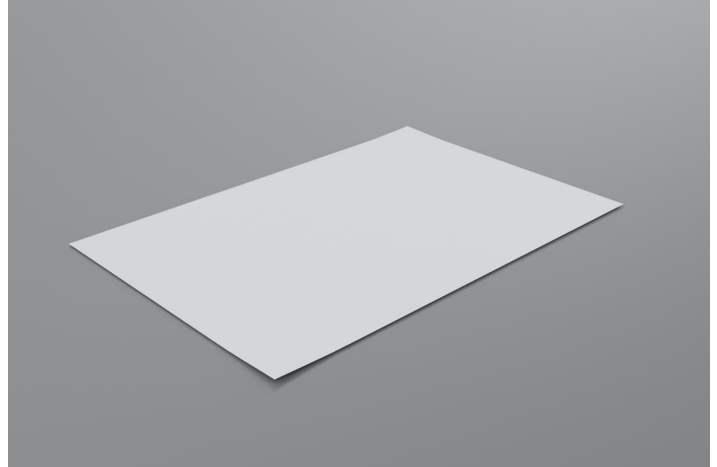
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## The One Sheet Wonder

-- General Aviation News

**Editor:** By Jamie Beckett · July 2, 2024



A blank sheet of paper is simultaneously a symbol of hope and a concrete example of the wonders of general aviation.

To my core I've come to believe there may be no more powerful force in nature than the human imagination. As a problem-solving device, it is unparalleled. As a source of entertainment, it seems to have an unlimited capacity. When the happy scenario occurs that combines our problem-solving capacity with the entertainment functions of our imaginations, real genius can be the result.

While on a walk the other day I passed by a local gym that features a front wall made of glass. It was a grocery store at one time, or a department store I would guess. The gym is located in a large strip mall along with a Dollar Store, a rent-to-own outlet, a cigar shop, and a significant number of empty units.

My real estate investor brain takes notice of these things. I find myself wondering what opportunities might present themselves based on the economic factors, foot traffic, parking availability, and proximity to residential housing. That's another way of saying my imagination gets spun up and running based on what sights and sounds engage me on my walk.

The gym includes a large main room full of weight ma-

*(Continued on page 3)*

# Secretary Comments

-- Jeff Hanson

Here are the minutes from the June meeting:

- 11 members present.
- Meeting was held at Jake Wegman's hangar.
- Pancake breakfast discussion: We need a volunteer to take over Dave Grigg's duties for next year's event. Those duties include supplying water for the event and maintaining the water jugs, taking care of coffee during the event, and dishwashing.

Jake gave a very interesting 3D printing demonstration. Thank you for hosting!

Respectfully submitted,

Jeff Hanson

Chapter Secretary

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*(Continued from page 2) - The One Sheet Wonder*

chines, free-weights, treadmills, rowing machines, ellipticals, and of course a bank of televisions to zone out to while making use of the facilities. A smaller but still substantial room is sectioned off for what I can only assume are Zumba classes. Often packed full these classes are virtually one-hundred-percent populated by women. From what I can see during the few seconds I pass by it seems they step and turn and lunge and sway in unison with great enthusiasm.

It's interesting, isn't it? Men tend to work out individually, or with a partner. Women seem to prefer a group setting. Both seek more or less the same goal but tend to pursue a different path to get there.

Hmm.

There is one more room visible from the walkway out front. It's small. The smallest of the three by a wide margin. This one is set up as a daycare facility for children whose parents or caregivers are in the main weight room area, or the dance classroom. Some of its visitors are infants who sit passively awaiting their next

feeding, or diaper change, or nap. A few young girls sit at a low table near the window where they play with dolls.

Behind them in the limited space leftover are two boys who are very much being boys. They jump, they lunge, they race about the room. Between them it seems they're burning more calories than the women in the dance class or the majority of the men posing beside machines in the main room.

The device that has them so exited is one of the simplest toys known to man. They have each fashioned a plaything from a single sheet of printer paper. By folding it in half lengthwise, folding two corners on one end into the center crease, then folding the leftover flaps on each side of the center back on itself, they've created an airplane. A paper airplane that has captured their attention completely. If you build it, you can fly.



I've built a very similar craft myself. I suspect you have as well. You probably taught your children to build them. If you're of an age to have grandchildren you may have bent down to teach this unique skill to those little tykes as well. Good for you. Good for them, too.

This is where it starts to get really interesting. These first paper airplane models are pretty flimsy. They don't fly all that well. They aren't fast. They generally don't fly very far. And their flights are without any real control input by the pilot, who also serves as the launch system.

The first hints of engineering begin to take shape at this point. What if we folded the airplane differently to

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(Continued from page 3) - The One Sheet Wonder

make it narrower? What if we made it stiffer? Pointier at the nose. What if we gave it Delta wings, or ailerons to counter the roll it exhibits? Or, what if we came up with an entirely new design that would fly slowly, but farther?

There are few things that can engage the brain of a child like the numerous challenges and joys that can come from the simple pleasure of folding a piece of paper into the shape of an airplane and playing with it. Whether it's sunny outside or raining cats and dogs, the paper airplane is there, ready to go.

Any piece of paper will work. Even if it's uneven, or has crooked lines, or ragged edges, the challenges these variations present may lead to inventive solutions. Education is afoot. Entertainment is guaranteed, at least for a time. The question becomes, can we encourage the boys and girls who gravitate to these simple home-made toys to continue their exploits?

Imagine what might happen if we encouraged these flights of fancy in the long term? Would a paper airplane experiment in the 5th grade tend to lead to interesting results? Would a fun, friendly discussion of the science that makes the craft work spark interest in bigger things? Might a young boy or girl see the world in a whole new way because they created something with their own hands, used it, modified it, improved it, and found the curiosity those steps inspired to be genuinely fascinating?

For all the smart-boards and computers and tablets and Wifi we seem to think we need to impart new information to kids in school and at home, I would suggest we are one sheet of paper away from grabbing their attention in a meaningful way. A far cheaper, more engaging, and even socially fulfilling method of grabbing the imagination of a child and setting it loose on the world.

Give it a try. At any age, there is a satisfaction to this simple act that never really goes away.

## ABOUT JAMIE BECKETT

Jamie Beckett is the AOPA Foundation's High School Aero Club Liaison. A dedicated aviation advocate, you can reach him at: [Jamie@GeneralAviationNews.com](mailto:Jamie@GeneralAviationNews.com)

**Editor:** The above article is from General Aviation News URL: <https://generalaviationnews.com/2024/07/02/the-one-sheet-wonder/>

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## Short Final: Final Preparations

-- AVweb

By Russ Niles—Published June 27, 2024



One of the joys of being based at an airport with a very active flight school (Orange County, Montgomery, New York) is the entertainment value of some of the radio transmissions. Witness:

Slightly bored instructor voice: "168 Lima Alpha, 45-mile final Runway 22." Overly excited voice, hence probably a student: "Did you say 45-mile final?!"

Instructor: "Sorry, actually it's a late call. We were lined up 20 miles ago." Sometime later, even more bored instructor voice: "168 Lima Alpha now 30-mile final Runway 22..."

Dr. Daniel Spitzer via IFR Magazine

**Editor:** The above is from AVweb, URL: <https://www.avweb.com/features/shortfinal/short-final-final-preparations/>

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## Newsletter Editor

-- Art Howard

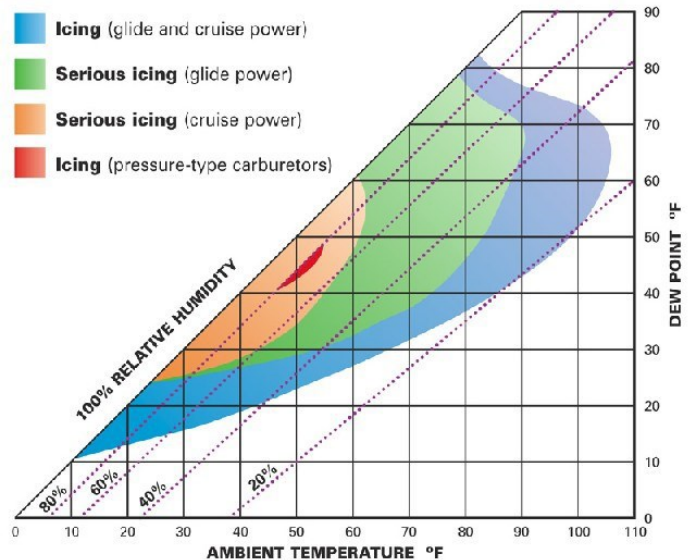
The saga of moving my sailboat, Samana, from Florida to Lake City continues. The last I wrote for the newsletter, she was at Dog River Marina, Mobile, Alabama.

Had crew and we flew to Mobile International Airport. Signature Aviation gave us a ride to Dog River Marina where the boat was at dock. We used the marina courtesy van to collect more provisions and then went underway. The Demopolis Lock and Dam that had a miter gate failure in January was now open. There last cement pour was May 8. The divers went down for an inspection on May 18 and gave the all clear to reopen. The commercial traffic was given priority and after that was cleared, the other traffic was allowed to use the lock.

We made it all the way to Columbus Marina at mile 334.7 LDB (Left Descending Bank) on the Tombigbee River before having to return to Minnesota. The real challenge began where there were no rental cars available to drive to Mobile and get the airplane! Finally had to rent a U-Haul truck to get back to the airplane.

The return flight was uneventful until a line of thunderstorms appeared across KEOK (Keokuk Municipal) Airport where I had planned a second refueling stop. This caused a diversion flight west in Iowa to KEZZ (Cameron Memorial, Missouri). Kansas City Approach Clearance Delivery dropped me while I was getting my IFR Clearance. This caused extra time sitting in 90 plus heat with high humidity. When I finally got the clearance they asked if I was getting rained on. I said no.

We pulled onto the runway and I slowly pushed in the throttle and the engine died! It restarted but again died when I pushed the throttle in. This was to be a night flight not starting well! So, I pulled the carburetor heat on, restarted, engine ran rough, then cleared. The carburetor had iced! It really helps to understand your systems. I had never experienced this before with a Lycoming engine where the carburetor is mounted on the bottom of the oil cooler.



The carburetor was operating in the upper right of the above chart. My only other experience with carburetor ice was in my 1946 BC12D Taylorcraft at 9,500 feet when the engine started loosing RPM. Carburetor heat was pulled, it ran really rough, and then recovered. The rest of that flight was with carburetor heat on.

After takeoff, there really was rain behind us with a spectacular light show! However, the flight was mostly VFR to KRGK (Red Wing Regional Airport).

While on the river I received a text message that my last remaining uncle was having a surprise birthday party. That meant I had to return to Minnesota again. Went back down with new crew and now the boat is in Kentucky Dam Marina, waiting for the Mississippi River to stop flooding. So the saga continues!

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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## 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://wisconsin.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)



*Editor:* From URL: <https://pixabay.com/photos/airplane-sky-transportation-plane-2035880/>

## 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](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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