



# EAA Chapter 100

## April 2014 Newsletter

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#### Chapter Website / Forum:

<http://www.100.eaachapter.org>  
<http://groups.yahoo.com/group/eaa100/>

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.

### April Hangar Flying Event

This month's meeting will be hosted by Darren Wipple.

The meeting will be held in the AD building at the Dodge Center airport this Friday, April 11th, at 7:00 PM.

Come on out and check out the latest installment of EAA's chapter video magazine.

We'll also take any more completed member profiles:

<http://www.eaa100.44rf.com/membership/forms/membership%20profile%20form.pdf>

### Summer Meetings

Next month starts the first of our summer fly-in events. Events will be held the second Saturday each month at 9:00 AM. Most will be at Dodge Center. All members are encouraged to get their airplanes out and fly to the meetings. Cross your fingers for some good weather. Summer, here we come!

### Vintage Hatz Taxi Test

-Submitted by John Hanson

Jeff and I have a couple friends in Switzerland that have finished building a Hatz Classic and they installed a Rotec Radial engine on it. They built it to look like a 1930's biplane. We have followed the build



and their workmanship is beautiful. Their empty weight is 50 lbs lighter than ours and is an example of saving weight an ounce at a time. Their registration and certification process is a nightmare compared to here in the USA so they haven't flown yet. First flight should happen soon and they plan to video that too. We love the sound of that radial engine.

If you go to the project website you will notice their shop has hardwood floors. Only in Switzerland. There are a lot of photos on the website.

John

<http://www.youtube.com/watch?v=9tK95CrNOsw>

<http://www.aeroplaneworks.ch/index2.html>

## Upcoming Safety Seminar

### "Accident Case Study: Live"

Topic: Accident Case Study: Live seminar

When: Thursday, April 17, 2014 at 7:00 PM

Where: Rochester Int'l. Event Center  
7333 Airport View Dr., S.W.  
Rochester, MN 55902

#### Select Number:

NR0353996

#### Description:

To the average person, it might seem a bit morbid that pilots pay so much attention to aircraft accidents. After all, when was the last time you saw an article about an accident in a car magazine? But flying isn't like driving, and accidents deserve attention: They let us learn from others' mistakes, help us think critically about our skills, and provide a mental "nudge" if we find ourselves in similar situations.

With that in mind, the Air Safety Institute's new seminar, *Accident Case Study: Live*, aims to put a new spin on safety-oriented accident analysis. Working with several compelling real-life cases, presenter and audience will play the role of accident investigator—starting at the crash scene and working backwards through physical evidence, eyewitness testimony, and other leads to figure out exactly what went wrong, and why.

To view further details and registration information for this seminar, follow the link below:

[http://www.faasafety.gov/SPANS/event\\_details.aspx?eid=53996](http://www.faasafety.gov/SPANS/event_details.aspx?eid=53996)

### Soft Field Landings

From: Pilot Workshops.com  
Pilot's Tip of the Week

By Wally Moran

"Unpaved airports can vary from beautiful long smooth grass runways to a gravelly sand bar in a river. So there is a lot to think about here.

Probably the first place to start is with your insurance. Most FBO's that rent aircraft prohibit them from landing on other than hard surface runways. It will also make a difference if it is a chartered airport or an uncharted strip in the woods. In any event you need to check that out before, rather than after the fact.

Next it is important to learn as much as you can about the airport prior to arrival. In fact, I think there is a FAR that requires us to know that information. That rule goes double if you are landing on an unpaved runway. The

best policy is to visit the airport first (by car if possible) and walk the field and parking areas.

Naturally checking the AFD is a good first step but better information will come from a phone call to the airport prior to departure. Every airport is different and you need to learn things like the length of the grass, the condition of the surface, any low spots that might be wet, where it is safe to taxi, any special noise abatement procedures and anything else that might be appropriate.

Then there is the performance aspect to consider. What obstructions are involved and is it long enough to land and stop safely? Usually landing and stopping is not the problem, it is taking off. Some pilot operating handbooks give a performance decrement for grass as opposed to hard surface runways. But remember that is only a guess. Again the length of the grass and the softness of the surface will have a big effect on takeoff distance. Be very conservative in your planning here.

Now let's talk about the actual approach and landing. Depending upon the airport, some pilots like to make a low pass down the runway prior to landing. This gives them a chance to look over the runway surface and to scare off any critters on the runway. Critters on the runway? Oh yes, that can be a real problem at airports that are out in the country.

Some pilots feel a soft field landing is required on all grass runways, but there are many very smooth grass runways where a normal landing is fine. There are lots of great airports with grass runways that are as good or in some cases better than the hard surface runways we use. Our airplanes like to land on the grass and it is easier on our tires.

So do your homework, then go out and have a great time."

### Good Links

F-16 Drones – this is pretty amazing.

<http://video.boeing.com/services/player/bcpid1173939806001?bckey=AQ%7E%7E%2cAAAAukPALqE%7E%2coAVq1qtdRjwBrlkHYj2MSytJiEK9s5fy&bclid=0&bctid=2684464741001>

Duxford Airshow 2013 – I've always told my wife that if we are ever going to England, the trip has to coincide with this airshow.

[https://www.youtube.com/watch?v=4vnkbV-A\\_Ps](https://www.youtube.com/watch?v=4vnkbV-A_Ps)

\*\*If you have problems with the links, just copy/paste the address into your web browser.

They huddle together for  
warmth



Must have been taken this past winter...

There are two kinds of airplanes – those you fly and those that fly you...you must have a distinct understanding at the very start as to who is the boss.

*-Ernest K. Gann.*