



EAA Chapter 100

September 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.

September Hangar Flying Event

When: Saturday, September 13th – 9:00 AM
Where: Chapter Hangar – Dodge Center
What: The meeting will be hosted by John Puent

Depending on the weather, we either try to do some fun flying or do preventative maintenance on the hangar. Gordy will bring the Rustoleum. Others should bring paint brushes, wire brushes, rags, and ladders. We're going to be flexible and see what Mother Nature has in store.

All members are encouraged to get their airplanes out and fly to the meeting. Cross your fingers for good weather!

Chapter Picnic

Thank you to all who attended the chapter picnic in August. Once again, the weather got in the way of our flying activities (we'll try to make up for that at our last two Saturday fly-in meetings) but, still a good time was had by all who attended. Thank you to Dwayne for picking up the food and drinks. I think that I speak for many, if not all of us, that the food was great and having it provided by the Chapter is the way to go. Give us your feedback. We are working to make things better – now if ol' Mother Nature would just give us a break...

You Really Should Give this a Try

Now I know that we spend the majority of our time trying to get inside (and stay inside) of our airplanes, but there is another side of things. Some people in this world of sport aviation spend their time trying to get out of them. Well for the second time in my life, I along with my oldest daughter joined that adventurous (some say crazy) group of people. For my daughter's 21st birthday, my wife and I were struggling for a present befitting of her token step into adulthood. After a couple conversations, we decided that taking her to the bar probably wasn't the most appropriate gift we could come up with so, why not jump out of an airplane? Actually, this is something that she has always wanted to do ever since asking me if I would take her



bungee jumping back when she was 12 (I told her no). So after being rained out on Saturday, we lucked out on Sunday (August 24th) and after waiting out the low clouds, rain, and passing thunderstorms, we got our chance.



It was definitely worth the wait and needless to say, she loved it - and can't wait to do it again.



It's a blast that I would recommend to anyone who enjoys a real thrill. I guess the way I look at it is this is just one more way that I have been able to involve my kids in this wonderful world of aviation that we all enjoy so much. Best part is, I've got two more kids and with that, two more 21st birthdays...

FAA Hangar Use Policy

On July 22, 2014, the FAA issued a Notice of Proposed Policy for the non-aeronautical use of airport hangars which clarifies compliance requirements for airport sponsors, airport managers, airport tenants, state aviation officials, and FAA compliance staff. To view the draft policy, go to:

<https://www.federalregister.gov/articles/2014/07/22/2014-17031/policy-on-the-non-aeronautical-use-of-airport-hangars>.

Do a computer search for "Non-aeronautical Use of Airport Hangars", read about it and then write your own comments. The comment period has been extended for 30 days past the original Sept 5th deadline.

Pilots can submit their comments about Non-aeronautical Use of Airport Hangars using this link:

<http://www.regulations.gov/#!documentDetail;D=FAA-2014-0463-0001>

Dick Fechter's Comments:

Not all airports are the same. Some have plenty of hangar space and /or real estate for building hangars - others don't. Private hangars should not have the same use requirements as publically owned hangars. No airplane should have to sit outside due to a shortage of "public" hangar space because non-aviation "stuff" is in the available hangars. But after all airplanes have been given the opportunity to live inside, their owners should be able to fill the voids with their "stuff". Example: if the city owns rows of T-hangars (room for only one airplane per stall) and rents them to aircraft owners, the renter should be able to fill any void in his rented hangar with his "stuff" as long an airplane is also stored in the hangar. Airplane builders/restorers need a place to build/restore. Most would prefer to do a lot of work at their home, but many don't have that option. To say they can't build parts in a rented hangar is government stupid. Airplanes get bought and sold. If a pilot is between airplanes, he should be given a reasonable period of time to replace the old airplane with a new one. Today the US aviation industry would be in shambles if it was not for the experimental aircraft industry. If someone builds and/or owns a private hangar on leased airport property, they should be required to store an airplane or do aviation related business from the hangar. Requiring it to be almost empty - except for an airplane - is government stupid. Most aircraft owners don't want other pilots moving other airplanes around their airplanes. They also want to be able to leave their "stuff" out and not worry about someone using it. Requiring private hangar owners to fill up their hangar with other people's airplanes is like the government requiring you to have strangers live in your house because they feel it is bigger than required for just your family.

Upcoming Safety Seminar

"Real World Weather"

Topic: Real World Weather

When: Thursday, September 18, 2014 at 19:00

Location: Rochester Int'l. Event Center
7333 Airport View Dr. SW
Rochester, MN 55902

Select Number:
NR0356777

Description:

Weather is the single biggest variable in flying. It can turn a long-awaited vacation into a long wait at the FBO, a quick two-hour flight into a tedious four-hour slog, or a stress-free jaunt into a skill-testing ordeal. The variations are infinite, but for pilots it all boils down to two questions:

What's really going on out there, and what does it mean for me?

The day-to-day challenge of answering those questions is the focus of our new seminar. We'll take a no-nonsense look at how you can get better, more complete weather information—and make better, more informed decisions as a result. We'll talk about:

- The best weather resources, and when to use them
- Situations that tempt smart pilots to make dumb choices
- Weather-related accidents and the factors that led to them
- Knowing what's safe and what isn't when things get "complicated"

To view further details and registration information for this seminar, [click here](#).

The sponsor for this seminar is: **AOPA Insurance Agency**

Good Links

Here is a great recap of Oshkosh 2014. Slick makes some of the best recap videos and I've been bookmarking these every year since 2009. There my "Happy Place" videos that I watch at the end of a long day.

<https://www.youtube.com/watch?v=hmOPgYEBwEw>

Electric flight continues to get more and more real:

<http://vimeo.com/92601221>

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



Someday I would like to stand on the moon, look down through a quarter of a million miles of space and say, "There certainly is a beautiful earth out tonight."

-Lieutenant Colonel William H. Rankin, The Man Who Rode the Thunder