



## EAA Chapter 100

### June 2015 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.

#### Notes from the June 2<sup>nd</sup> - 2015 EAA Chapter 100 Business Meeting.

**Pancake Breakfast:** The “usual tasks“ by the “usual people“ were discussed. We felt all is in order. The local newspaper ads will appear 3 times; June 10, 17 & 24. Ronn DenOuden will be giving plane rides assisted by John Puent. The hangar clean-out & set-up will be on June 27 starting at 9:00 AM. On Sunday, the 28th, preparations will start at 6:00AM with the first pancake delivered at 7:00. C.A.P. will assist us that day.

**EAA Ford Tri-Motor is coming to KRST and co-hosted by our chapter.** (note, I've included information not discussed at the business meeting to keep continuity on the subject)

Your volunteer help is needed. Dwayne Hora is our point of contact for this. Please contact him if you can work any or all of the shifts:

- Thursday - EAA - 6 volunteers
- Friday - SEMC - 12 volunteers / EAA - 6 volunteers
- Saturday - SEMC - 12 volunteers / EAA - 6 volunteers
- Sunday - SEMC - 6 volunteers / EAA - 12 volunteers

If you can work, please watch the video:

<https://www.youtube.com/watch?v=wfpu3PR1enA>

The plane may arrive on Wednesday, July 8, or Thursday, July 9. But regardless of arrival date, the first need for volunteers to manage ground ops will be on Thursday afternoon from 2-5 pm. That's when media rides will be given along with the first of the comp flights. There may ... as time permits ... also be regular paying public rides that afternoon, too.

Friday, Saturday and Sunday, July 10, 11 and 12, rides will be available between 9 am and 5 pm. In addition, EAA indicates there's a need for volunteers beginning at 8 a.m. to help ready the plane and set up the ramp. And there's also a need for volunteers after the last flight of the day until about 6 pm. All of that means 10-hour days for those three days. But, each full day is divided into three shifts (8-11:30 am, 11:30 am-3pm and 3-6 pm),

Link to the Ford Tri-Motor website: <http://www.eaa.org/en/eaa/flight-experiences/fly-the-ford-eaa-ford-tri-motor-airplane-tour/ford-tri-motor-tour-stops>

#### EAA CHAPTER 100 FLY-IN/DRIVE-IN PANCAKE BREAKFAST



SUNDAY JUNE 28  
7AM-NOON

Dodge Center Airport (TOB)  
Dodge Center, MN

Southeast Minnesota EAA Chapter 100

Contact: Tom 507-282-9682

Static Display Fun for all!

#### MENU:

Pancakes, ham, eggs,  
coffee, juice

ALL YOU CAN EAT!

PIC FREE



**Member Directory:** On June 2<sup>nd</sup>, the BOD decided we would publish - in paper format - a member directory consisting of: Name, home and cell phone numbers, email address and membership status. The directory will be available to current members at membership and business meetings and updated semiannually.

For those wishing to NOT have their information published, please contact Dick Fechter at [newsletter@EAA100.org](mailto:newsletter@EAA100.org). Be aware, if you are getting this newsletter, your name will be on the directory unless you tell me otherwise. It is a directory of individuals who have shown interest in Chapter 100, not just current members.

The first directory will be published in August 2015.

**Bylaws:** After several earlier revisions and a few minor changes at the Business Meeting, the Bylaws were unanimously approved. Now published at:  
[http://eaa100.44rf.com/documents/bylaws/bylaws\\_eaa\\_chapter\\_100\\_june\\_2\\_2015.pdf](http://eaa100.44rf.com/documents/bylaws/bylaws_eaa_chapter_100_june_2_2015.pdf)

**Agenda Items for the next Business Meeting:**

- Young Eagles
- Review Tool Policy
- Review Hangar Policy
- Any other items submitted prior to the next Business Meeting

Respectfully submitted: Tom Hall, Secretary / Treasurer

**Picture on the right is from our May Fly-In.**

**Member Bios** New biographies are published in the newsletters and all are on our [website](#). I'm hoping all members will submit their bios. I'm sorry, but I do not have a bio for June. I would appreciate members volunteering their biographies. If you have enjoyed the past ones, I'm sure others would enjoy reading about you.



As a substitute I'll give a quick update on my situation. As I've said before 80% don't care and 20% don't want to know – but if you are not in that 100%..... I had surgery to remove a cancerous tumor on June 3<sup>rd</sup> and got back home about noon on the 6<sup>th</sup>. All seems to have gone very well so I'm now recuperating at home. I hope and should be back to normal by AirVenture. I'll keep you informed on how the 3<sup>rd</sup> Class Medical goes.

**CRM or Crew Resource Management:**

Pilot Workshops at <http://www.pilotworkshop.com> recently provided the following article on CRM:

**Subscriber question:**

"We hear a lot about Cockpit Resource Management these days. There are lots of theories, but I'd like some simple tips in this area. What are the keys to effective CRM?" - Joe W.

**Bob:**

"First of all, Time Management. Recognize that rushing works against us in all circumstances. Give yourself enough time to do each task right the first time. This involves the planning, preflight and the enroute phases of flight.



Information Management. With good information you'll make good decisions. If you are having trouble making a decision, get more information so you can do it right.

Workload Management. All pilots have a breaking point. Use your quiet time (during the flight) to free up your skills for the critical phases of flight.

Prioritization. Recognize the difference between critical actions and routine actions. Manage your cockpit so that the critical phases of flight - takeoff, approach, and landing - are never interfered with or compromised.

Situational Awareness. ALWAYS be aware of where you are and what is going on around you that could impact your flight. It is the direct opposite of complacency.

Finally, *Risk Management*. Every decision we make, big or little, has consequences. We need to consistently review our decisions for accuracy and appropriateness to ensure desired outcomes are achieved. No flight is perfect. It is only when we link together a series of bad decisions that we impact safety."

### **What's Harder? Flying in Class B Airspace or Taxiing at a Complex Airport?**

For many of us, landing at an airport in Class C or Class B airspace can be a challenge. For some pilots, talking to radar controllers seems intimidating. But, most pilots who fly into towered airports and who use flight-following on a regular basis find that the talking part does not seem so bad. In fact, most of the students that I take into Class B airspace find that it's no big deal. It does require being attentive to the radio and listening for instructions regarding headings and altitudes, but these are not much different than calls we receive when in Class D airspace, talking to Tower.

No, most pilots find that their biggest challenge occurs not in the air, but on the ground.

Taxiing at a larger airport can be intimidating. There are often multiple runways, and a lot of taxiways. The taxiways are VERY wide. And, the signs are WAY over to the side. Yes, you can ask for progressive taxi instructions but, if the radio is busy you might end up getting even more frazzled. I can't make it simple, but I can share some tricks to make the taxi experience much easier.

Start planning your taxi long before take-off.

Every airport in Class B or C airspace has a published airport diagram. If you have any of the aviation flight planning packages, you already have them. But, even without those applications, you can download them for free by typing "approach charts" into your favorite search engine and selecting [faa.gov](http://faa.gov), or [AOPA.org](http://AOPA.org), [fltplan.com](http://fltplan.com), or [airnav.com](http://airnav.com), just to name a few.

Take a look at that diagram and note the runway you will likely use, the location of the FBO and the likely taxi route. If it is not obvious, make a phone call to the FBO (easy to find on [airnav.com](http://airnav.com)) and ask. Then, highlight your expected route on the diagram. (check NOTAMS – some taxiways might be closed.)

STOP the aircraft.

After you land and clear the runway, STOP the aircraft. Get that diagram out, and have it in your hand when you call Ground for a clearance. And, be ready to write down those taxi instructions. Expect Ground to give you a set of instructions such as "Taxi to parking via taxiways Alpha, Alpha One, Delta. Hold short of runway 20, then via Charlie to the ramp." If you have already looked at the diagram, you will know exactly what the controller expects, and it is easy to run your finger along that route as you repeat it back.

Once you are taxiing, STOP again if you have to do anything other than look out the window and taxi. This includes trying to look at the little blue airplane moving across your "Smart Taxi" app. When you are rolling, you need to be engaged in taxi mode and looking outside.

Know the meaning of runway signs and markings. Remember:

- All taxiways are lettered
- All taxiway signs are black and yellow
- The taxiway you are on has yellow letters on a black background
- The taxiway you are approaching has black letters on a yellow background
- All runways are numbered
- All runway signs have white letters on a red background

The two painted lines on the ground that you really need to remember are:

- The single solid, single dashed line
- The double solid, double dashed line

Most pilots seem to know that the double lines indicate the official entrance to a runway (holding position) and the single lines indicate the official boundary of a taxiway (the area where you need Ground control permission to move). But, I often find confusion when I ask which side is

which. If you are approaching a double dashed or double solid line can you cross without asking? Or, is it the other way around?

Here is how I keep it straight in my head. I tell myself that if the first line I see has openings (one or two dashed lines) I can slide through the opening without asking. But, if the first line I see is solid, I need to ask.

Check it out next time you taxi. You will see that as you approach the runway for takeoff, the solid lines are nearer to you than the dashed lines. So, stop and ask for a clearance. However, as you depart the runway after landing, you will see that the dashed lines come first. So slide on through, make sure that your airplane is totally passed the double lines, then stop and ask Ground for a clearance.

Still a little confused? You can download the FAA Quick Reference Guide here:

[http://www.faa.gov/airports/runway\\_safety/news/publications/media/QuickReferenceGuideProof8.pdf](http://www.faa.gov/airports/runway_safety/news/publications/media/QuickReferenceGuideProof8.pdf)

Want more information about avoiding those pesky ground problems? Check out this short Runway Safety course from the AOPA Air Safety Institute. Just paste this link into your favorite web browser: <http://www.aopa.org/Education/Online-Courses>

Christopher Hope

2015 FAASafety Representative of the Year

To contact the author, go to: [www.ChrisHopeFAAFlightInstructor.com](http://www.ChrisHopeFAAFlightInstructor.com)

For more information on the GA Awards program go to <http://www.generalaviationawards.org/>

This notice is being sent to you because you selected "General Information" in your preferences on FAASafety.gov. If you wish to adjust your selections, log into <https://www.faasafety.gov/Users/pub/preferences.aspx> where you can update your preferences.

#### **GOOD LINKS:**

#### **49 Homebuilt Formation over Arrowhead Stadium May 16, 2015**

As you know, budget cuts have eliminated the military flyovers at large events. Well, there's a group of guys in Kansas City who do some formation flying, in their own planes, and decided they'd volunteer to pick up the slack. They invited a couple of other groups to join them and before they knew it they had 48 guys with their homemade airplanes signing up to join in. If they had more time, they probably would have gotten an even larger group as people kept joining and a 49th was added near the event. One additional feature of the flyover was the use of pink smoke for cancer awareness.

The folks from the Guinness Book were there and are expected to confirm it as the largest formation flight ever. And to top it off the crowd later set the record for the loudest gathering at a football stadium. Be sure your speakers are turned up... best if watch at 'full screen'.

<http://www.youtube.com/embed/VImNBuJW3sQ?rel=0>

**Airplane Misrigging:** After publishing last month's newsletter on aircraft misrigging, I ran across this link that shows trying to ride a bike that has the handle bars go opposite the front wheel and the problems of the rider. Trying to fly an airplane with the controls hooked up opposite from what you are used to would probably have the same effect. <http://viewpure.com/MFzDaBzBIL0?ref=bkmk>.

#### **Mitigating a Hazard: Our Humanness:**

<https://www.youtube.com/watch?v=eFeEYR8keY0&feature=youtu.be>

#### **EVENTS:**

**June 14<sup>th</sup>**, Spencer Flight Breakfast

**June 21<sup>st</sup>**, (Father's Day) Stanton Fly-In

**June 28<sup>th</sup>** EAA Chapter 100 Flight Breakfast at Dodge Center

**July 4<sup>th</sup>**, Estherville, IA Flight Breakfast.

**July 5<sup>th</sup>**, Emmetsburg, IA Flight Breakfast

**July 9<sup>th</sup>-12<sup>th</sup>** EAA Ford Tri-Motor at KRST. Chapter 100 and SEMN Flying Club joint endeavor. See the June 2<sup>nd</sup> meeting minutes for more information.

**July 19<sup>th</sup>**, Forest City Flight Breakfast

**July 20-26<sup>th</sup>**, AirVenture

**August 2<sup>nd</sup>**, CJJ-Ellen Church Field, Cresco, IA Flight Breakfast.

**2015 Airshows:**

- [Thunderbirds](#)
- [Blue Angels](#)
- [June 27-28: Mankato, Minn.](#) (Thunderbirds) (also our flight breakfast setup and feed dates)
- [July 4-5: Eau Claire, WI](#) (Blue Angels)
- [July 25-26: Fargo, ND](#) (Blue Angels)
- [August 8-9: La Crosse, WI](#) (Thunderbirds)

**Please send questions and comments** about this newsletter to [newsletter@EAA100.org](mailto:newsletter@EAA100.org).