



EAA Chapter 100

July 2015 Newsletter

<http://eaa100.org>

2015 Chapter Leaders

President
Jeff Hanson
President@eaa100.org

Vice President
Dan Crandal
VP@eaa100.org

Secretary/Treasurer
Tom Hall
Secretary@eaa100.org

Newsletter / Web Editor /
Program Director
Dick Fechter
Newsletter@eaa100.org
Webmaster@eaa100.org
ProgramDirector@eaa100.org

Technical Counselor
Wayne Trom
507-374-6245

Young Eagles
Greg Edlund
YoungEagles@eaa100.org

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 13th - 2015 EAA Chapter 100 Chapter Meeting.

The meeting was called to order at 9:00 AM. No planes present;rain. 12 members present

- Bylaws: President Hanson reported on the passage of our revised Bylaws and the nature thereof.
- The Pancake Breakfast was reviewed. All members were encouraged to participate as they can.
- Derwin H. recounted his recent experiences in Alaska as he was giving check rides to C.A.P. members.
- Dick F. presented some EAA Chapter Videos; always good viewing.
- We talked about recent physical and emotional trauma suffered by 3 members; all expected to return to "flight level" soon.

Respectfully Submitted Tom Hall, Secretary/Treasurer

EAA Ford Tri-Motor is coming to KRST and co-hosted by our chapter.

(note, I've included information not discussed at the meetings 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>

I forgot to mention in the last newsletter.....

- 2 coffee pots, coffee, filters, water -- all donated by Derwin Hammond.
- An Avionics Installation Reference Manual showing pin-outs of all pre 1995 avionics donated by Sonny Martin.

Our Flight Breakfast Results: It was a dark and stormy morning but we still had a few airplanes and 300 people attend our flight breakfast. All the bills and credits are not in yet, but Tom Hall said we won't lose any money on this adventure. The other good news is we had a lot of fun and people enjoyed their breakfasts.

AOPA Pressing Medical Reform

By Russ Niles

AOPA is hoping for some movement on the relaxation of third class aviation medical requirements "in the next few weeks," according to a report recorded for AOPA Live. Jim Coon, AOPA's senior vice president of government affairs, told the program that medical reform remains AOPA's top priority. "This is an issue we are working on every day," said Coon. "We know how important it is to members and to the future of general aviation, so we will keep pursuing reform through every means available to us." Coon said there now bills before both the Senate and House to introduce the measure and it's also possible it could be added to another bill or as part of the coming FAA reauthorization. FAA funding runs out Sept. 30.

Under the proposal, no medical would be required for private pilots flying aircraft less than 6,000 pounds in gross weight, VFR and IFR, with up to five passengers, at 250 knots or less. More than a year ago, the FAA drafted a proposed rule that would have been much more restrictive and the Department of Transportation has stalled that proposal. Earlier this year, AOPA decided to pursue the legislative route toward medical reform and although there has been some activity there has been no action. "We share our members' frustration with how long it is taking to get this done, but we are not giving up," Coon said. "In fact, we're more determined than ever to get pilots the relief they need from this outdated and costly requirement, and we'll do whatever it takes to make it happen."

Pushback On ATC Privatization

By Russ Niles

NBAA is urging its members to strongly oppose a proposal to separate air traffic control from the FAA through the establishment of a not-for-profit corporation. Rep. Bill Shuster, R-Penn., chairman of the House Transportation and Infrastructure Committee, has said he'll introduce a bill to create the corporation to free the air traffic control system from the vagaries of political influence in its funding. NBAA President Ed Bolen said the proposal runs counter to long-held positions held by his organization about the delivery and funding of air traffic control services. Under Shuster's plan, the corporation would be funded by a system of user fees, something NBAA and other aviation groups have been fighting for decades. ATC is currently funded through a tax on aviation fuel that the groups say fairly and equitably distributes the burden.

Bolen's appeal gives members ideas on how to influence their elected representatives on the issue. "The potentially dire consequences from such actions cannot be overstated," Bolen wrote in his personal appeal to NBAA members. "Without Congress to ensure that our nation's air traffic system safeguards the aviation needs of the entire public – including the people and companies that rely on general aviation in small and mid-size towns – such sweeping authority would instead be granted to a group of self-interested parties," Bolen said. "These parties will be left to make decisions about where and when companies using business aviation can fly, how much it will cost to do so, and what type of payment – including user fees – will be demanded of operators." The U.S. is one of only a handful of mainstream aviation nations with government-run air traffic control.

No more PTS.....Now it's called ACS

The FAA is beginning to plan its transition to the new Airman Certification Standards (ACS) framework for certification of pilots, starting with the Private Pilot Airplane, Commercial Pilot Airplane, and Instrument Rating Airplane in the next 12 months.

Background: Since September 2011, the FAA has been working closely with a diverse group of aviation community stakeholders convened to help the agency improve the testing/training standards, guidance and test development/test management components of the airman certification process. Participants have developed the Airman Certification Standards (ACS) framework as a way to improve airman training and testing. The ACS provides an integrated, holistic system that clearly aligns airman testing with certification standards and guidance.

Built on the existing Practical Test Standards (PTS), which explicitly define the performance metrics for each flight proficiency element listed in 14 CFR, the ACS approach enhances the PTS by defining the specific elements, aeronautical knowledge, and risk management needed to support each Area of Operation/Task. By presenting the elements of knowledge, skill, and risk management in the integrated ACS format, the ACS better serves the applicant, the instructor, and the evaluator. It will also enable the FAA to clearly align knowledge/skill performance standards, guidance, and test materials.

The FAA continues to work with the industry group to refine the ACS and plan for its implementation. Current efforts involve FAA validation of the ACS documents, review of proposed updates to H-series handbooks, intensive review/revision of knowledge test questions, and support for industry efforts to prototype the ACS approach in selected locations.

From Air Facts Journal

Why I'm giving up flying – life as an “ex-pilot”

May 28, 2015 2:25 pm

You've got to know when to hold 'em
Know when to fold 'em
Know when to walk away
And know when to run...

—from The Gambler, made famous singer Kenny Rogers

It was a good run, but it's over. Today, I closed the door to hangar 508-7 for the last time, without my beloved Light Sport-eligible Aeronca Chief behind it, and there will be no airplane to replace it. The Chief has been sold to a fine officer-and-gentleman from North Carolina, who seems as passionate about the airplane as I have been.

Not all pilots go out in style like this, but it's always a significant event.

We all know the day will come when we will fly as PIC no more, whether because we keel over dead, get too sick to pass the medical, feel that our skills have deteriorated irreversibly, burn out on aviation, or simply run out of money. For me, a combination of factors added up to an important question. That is, if I had a friend, my age, who had all my various issues, would I let him take my grandsons up in his old airplane? And sadly, reluctantly, I came to the answer: no. Any other answer would be selfish and hypocritical.

Non-aviation types I've told of this decision respond flippantly: oh, too bad, no big deal. They have no idea how big a deal this is. As I've written before, I only hold a private license, SEL/I, and never made a dime from flying. I will never even hit 1,000 hours, a long-time goal. Yet aviation has filled a huge space in my life, beginning with all those balsa quick-builds of grade school days, the ukies later on, the family airport visits, the endless reading of aviation books and magazines, and finally the decision in midlife to take up flying and aircraft ownership. I am startled now to face how much of my mental and emotional life and energy have been tied up in all facets of aviation, and how much of my time: there is a big hole to fill. (Fortunately, the monetary hole of aircraft ownership will now begin to refill itself!)

After getting used to being an “ex-pilot,” I expect that I will look back on nearly 35 years of holding an airman certificate with gratitude and many warm memories. It is an incredible privilege to have owned and

enjoyed two old airplanes, to have met and known so many fine airmen and -women, both famous and ordinary, to have served the general aviation community through my work with the EAA and my writing, to have seen what only airmen see from our mobile perches. Surely, however, the most important thing of all is the many bonds of friendship formed through our common interest in Things That Fly. "Airplane people" really do seem special to me. Maybe aficionados of hot rods or old British roadsters, or pre-WWII tractors or antique dolls have a similar kinship, but somehow the brother- and sisterhood of aviators feels unique.

The author in 1955, an aviation enthusiast from the start.

How or if I will be involved in aviation from now on is uncertain. Losing my identity as a pilot may suck much of the joy from the activity; hangar flying is fun, especially when one has an airplane and is making new adventures. But perhaps now talking about flying will seem a bit like talking about having sex. Worse still, maybe it will be like talking about having sex with a condom on! I'll give it time. There are some obligations to fulfill around my EAA chapter's annual summer fly-in event. Maybe interest in radio-controlled models will offer a new avenue. Maybe I'll buy or build an ultralight and fly free of regulation; after all, just being airborne has always been a joy. Give it time. Give it time.

Now, I am thinking about the readers of this journal. From direct statements and hints, I suspect that many of you are no longer flying, or not much. For those of you who are still active, I beg of you: if you have a plane, and don't fly it much, shame on you. Don't let it rot, fly it! Split the cost of fuel or take in a partner, do whatever you have to do to make it possible to fly (that excludes felonious activity!). If you're a renter, find a plane you like and fly as much as you can afford; maybe you can get a discount if you commit to a certain amount of time. If you are going to fly "someday," let that someday be soon. You just never know how much time is left in which to do it.

I have some regrets about my involvement in aviation. Some people I knew have died in airplanes when it didn't have to happen. I didn't give as much back to aviation as it gave to me. I didn't become as skilled a pilot as I wished, and I never took any aerobatic training. My tailwheel skills never came up to my standards, much less those of my instructors. But more than anything, I regret that I didn't take up flying sooner (especially missing the chance to get my license very cheaply in the Army), and that I had such a long hiatus from flying due to job demands and moves. But enough of the view through the Retrospectoscope: the good vastly outweighs the bad and the regrettable.

I hope those of you with some gray hair (or simply some hair!) who are still flying will spend some time thinking about your future, even as you enjoy the present. Richard Collins has set us a good example. Your time will come, and you need to think about how and when you will draw the line, and how you will handle being an "ex." Ask yourself the question I posed in the second paragraph. Please do not be one of those pilots long past his sell-by date who fudges his medical application, or flies without a medical when one is required, or foolishly flies beyond his or her own mental, physical, training, or health limitations. If you are going to be only looking up at airplanes, let it be from the green side of the grass.

As Paul Poberezny famously said many times, "I came to aviation for the airplanes, and stayed for the people." Still... three-niner-six-seven-Lima and three-one-five-four-Echo, I'll never forget you. Thanks for the ride.

Member Directory: This is a 2nd reminder. On June 2nd, 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. 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.

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 – again - I do not have a new bio for this newsletter. I

would appreciate members volunteering their biographies. If you have enjoyed the past ones, I'm sure others would enjoy reading about you.

Talking to FSS while airborne

Do you find it confusing to communicate with Flight Service Stations while in-flight? Sometimes you can transmit and receive over the same frequency, while other times you need to transmit over one frequency and receive over a VOR.

John Krug provides a simple review here: <http://www.pilotworkshop.com/tips/comm-fss>

Fly Safely,
Mark Robidoux
PilotWorkshops.com

Stick & Rudder Exercises

Subscriber question:

"How can I improve my stick and rudder skills? Any exercises or specific training you would recommend?"
- Sal S.

Tom:

"By *stick and rudder skills*, we generally mean *maintaining good rudder coordination*. Why is rudder coordination important? Coordinated flight reduces drag for maximum performance. But the most important reason to keep the slip/skid ball centered is to keep the angle of attack equal on both wings, so that if one wing stalls the other wing stalls at the same time. A stall in uncoordinated flight means one wing will stall while the other wing is generating significant lift. The airplane will *snap over* and enter a spin.

When do you need to work the hardest at rudder coordination? At high angles of attack, when the airplane is under greater than one G load, and when adverse yaw is greatest. Practicing maneuvers involving these conditions are the best rudder coordination exercises. Here are the three conditions, and an exercise for practicing each.

Flight at minimum controllable airspeed, or *slow flight*, is an excellent exercise for improving rudder coordination. As the airplane slows in level flight the wing's angle of attack increases. The volume of air blowing past the rudder decreases, meaning you need more and more rudder to maintain coordinated flight. With slow flight practice you'll develop a sense for increasing and decreasing rudder pressure as you sense the wing's angle of attack change.

Increased G loading increases the wing's angle of attack, requiring an increase in rudder to keep it coordinated. The most common way to practice flight at greater than one G is to fly steep turns at a constant altitude. A 45 degree steep bank in level flight results in about 1.4 Gs. A 60 degree level bank generates 2 Gs. Maintaining good rudder coordination in steep turns is an excellent practice for instinctively changing rudder input as G-load changes.

Adverse yaw is created by the drag of the deflected ailerons in a bank. Try a maneuver called the *coordination exercise*. In level flight below maneuvering speed, point the airplane at a prominent landmark on the horizon. Then bank left rapidly left while adding opposite rudder to keep the airplane pointed at your landmark. When you reach 45 degrees of bank, reverse your input and bank all the way over to 45 degrees to the right. You'll need a substantial amount of left rudder to keep the nose pointed toward your landmark. As soon as you reach this maximum bank angle, return the wings to level, adding right rudder, then returning to coordinated flight as you complete the maneuver. Done correctly, the nose of the airplane remains fixed on your landmark as bank changes back and forth. The coordination exercise instills compensation for adverse yaw, and for changing rudder inputs to make the airplane do what you want it to do as bank angle changes.

There are times when you do not want to keep the slip/skid ball centered. Steep slips and crosswind landings come to mind, as well as zero-sideslip configuration when flying a twin-engine airplane on one engine. But by practicing these three maneuvers—slow flight, steep turns, and the coordination exercise—you'll develop an ability to maintain coordinated flight in high angles of attack, increase G load and adverse yaw conditions."

Gene Benson's Accident Discussions: <http://genebenson.com/newsletter/index.htm>

EVENTS:

July 9th-12th EAA Ford Tri-Motor at KRST. Chapter 100 and SEMN Flying Club joint endeavor. See the

July 19th, Forest City Flight Breakfast

July 20-26th, AirVenture

August 2nd, CJJ-Ellen Church Field, Cresco, IA Flight Breakfast.

2015 Airshows:

- [Thunderbirds](#)
- [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.