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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.

Chapter 100 Upcoming Events:

- Chapter Business Meeting
 - May 31st
 - 1830L
 - Bears Den, Byron
- IMC Club Meeting
 - June 4th NOTE: no IMC Club meeting in July
 - 0800
 - Signature Flight Support
- Young Eagles Rally
 - June 11th
 - Pilots to be in position by 0830L
 - SE of Signature Flight Support (where we have had B-17, Tri-Motor, near the tent)
 - [Link](#) to information for the parents of Young Eagles.
- General Aviation Party/Picnic
 - June 11th
 - About 1300L (after Young Eagles Rally)
 - RST T-Hangar area near Dave Nelson's Hangar
- Flight Breakfast Cleanup & Set up
 - June 18th
 - About 0800 until done
 - TOB Chapter Hangar
- Flight Breakfast
 - June 19th
 - 0630
 - TOB Chapter Hangar
 - Click [here](#) for an adobe (.pdf) download of the flyer and post it for advertising.

Chapter Business Meeting Agenda:

- Young Eagles Prep
 - Required items to be furnished (POC?)
 - Authority to pay coffee & rolls
- General Aviation EAA sponsored Party/Picnic
 - Committee Chair Persons
 - Required items to be furnished (POC?)
 - Authority to pay.
- Chapter Flight Breakfast
 - Committee Chair Persons
 - Required items to be furnished
 - Authority to pay.
- CAF B-17 tour stop
 - July 11-18
 - Chapter Commitment

Minutes from the last meeting

President Jeff Hanson brought the meeting to order at 0900, Sat. May 14th. 18 members were present, including a couple of new faces and Larry Dobson from the local newspaper.

The Pancake Breakfast was the 1st discussion. All of the “usual tasks” performed by the “usual people” were discussed; we feel ready. The date is June 19th; Father’s Day.

Larry Dobson has arranged for a gathering of “Rusty Pilots”, a program offered through AOPA. While it will occur at the TOB Terminal Building and at the time of our Breakfast, it will be its own standalone event; we will be glad to feed them.

Young Eagles: Dave Nelson and Dan Crandall are leading the YE Rally at RST June 11th event. (with a June 12th alternate).

GA Party/Picnic: after the Young Eagles Rally. All local GA pilots and family are invited. Food & Drinks will be served at Dave Nelson’s hangar for all aviation enthusiasts. Hamburgers, buns and grill furnished by the RST airport. Other items to be supplied by Chapter 100. If you want adult beverages, please BYOB. This is an EAA “sponsored event” with RST and others contributing. Come join the party and meet other pilots and their families.

The Commemorative Air Force will have their B-17 at RST July 12 - 17 and Chapter 100 has volunteered to help.

Walt & Marion Halloran attended the meeting; they have relocated back to Rochester from the Twin Cities.

Next Business Meeting: Tues. May 31st at Bear’s Den in Byron

Business Meeting Agenda Items: Review preparations for Pancake Breakfast and discuss a price change to \$5 for kids and \$7 for adults.

Respectfully Submitted; Tom Hall Secretary / Treasurer

Young Eagles Rally Guide for Parents: I have published information for parents who are unfamiliar with Young Eagles and how to get their kids involved. Please pass along this [link](#) and the PDF link to anyone you think may be interested.

Where is the “airport community?” (from [Air Facts](#))

I’m including this article because of our attempt to start a GA “airport community” with the GA picnic/party on the 11th.

Growing up in Louisville, Kentucky, in a family obsessed with airplanes, I had no choice but to fall in love with aviation. After years of dreaming and gazing into the sky, I finally asked my parents if I could start taking flight lessons. At the age of 12, I was sitting on phone books trying to see out the front window of the Cessna 172. After my first lesson, I was hooked.

Hooked on flying from an early age.

I grew up spending every day cutting grass and lifeguarding to pay for an hour in the plane. Around my 18th birthday, the hours finally added up – but my checkride was a whole new ordeal.

My goal for the summer was to complete my six years of training before heading down to the University of Mississippi for my first semester. After a number of roadblocks and weather-related delays, the only day the DPE was available for a check ride was on Thursday... three days after I was supposed to move into Ole Miss. My only other option was to put it on hold until I came home for Christmas break. Although I didn't want to miss the first week (the week before classes started) of my college experience, I was too close to put it on hold, so I made a plan. My parents, brothers and I left on Monday to move my stuff into my new home (a dorm room) at Ole Miss. I spent most of the seven-hour drive with my nose in the books. The trip home the next day was spent the same way. I spent Tuesday night studying and Wednesday in the air finalizing everything for my checkride. When Thursday morning arrived, I was ready – and terribly nervous.

That morning, the exam went as well as I could have hoped for – but there was no time to celebrate. After a quick lunch with my parents and grandparents, I hit the road to officially start my college career.

Flying is fun, but it's better with friends. Where to find them?

In the college town of Oxford, Mississippi, there are not many opportunities to fly. I had a new PPL burning a hole in my pocket, but no way to put it out. During my first semester, I was trying to find ways to get involved at the local airport – but found it much more challenging than I had hoped. I was willing to wash planes, clean hangars, or just about anything else if it meant I got to hang around the airport and meet some people, but even finding pilots to do so with was difficult. I couldn't find any form of connection or community between the pilots at this airport. I reached out to a few aviation Facebook groups and asked for advice. However, most of what I received were similar stories. I realized that the majority of airports lack the close-knit community that existed in the "glory days" of aviation.

This problem can be linked to many other threats facing general aviation as well. We've all heard about the impending pilot shortage and lack of young people involved in aviation, but how do we fix it?

We have to build better [communities](#) at our airports.

By creating a *close-knit* and *accessible* family of pilots at each airport across the country, they will become more welcoming places. It will also allow us to provide ways for the younger generation to get connected and involved at their local airports.

Table Transportation: We are still trying to get the table the chapter bought from Ronn DenOuden from Spectrum to Dodge Center. If anyone has a pickup without a topper, please give Ronn a call and set up a time when you both are available.

ATC Privatization Back In Play ([from AvWeb.com](#))

As he promised in February, Pennsylvania Rep. Bill Shuster appears intent on trying again to convince his fellow lawmakers to privatize air traffic control in the U.S. With just six weeks left in the short-term FAA funding authorization that was approved March 15, Shuster is reportedly gathering support, Washington style, for the privatization plan, which proved wildly unpopular when he introduced it in February. "[Shuster] claims that he is getting votes every day," Rep. Pete DeFazio, D-Ore., the ranking member of the committee, told Morning Consult last week. "He's been going around offering people all sorts of things if they'll vote for his privatization."

The privatization plan was soundly rejected by most members on both sides of the House and by the Senate when the House Transportation Committee, which is headed by Shuster, passed it earlier this year. The committee proposal also drew a groundswell of opposition from most aviation groups, even though it also contains measures like a liberal take on third class medical

reform and simplified aircraft certification that are supported by those groups. The bill was endorsed by airlines and the National Air Traffic Controllers Association. Shuster finally relented and the bill was shelved in late February in favor of the short-term authorization.

At the time, Shuster gave notice that he would keep trying to pass the privatization measure. "This is an ongoing process, and we will continue working to educate members and address questions they have about the bill," he said in the statement. House speaker Paul Ryan has cleared the way for a second attempt by nominating Shuster to lead the effort to pass a long-term reauthorization bill. "The last thing I want to do as speaker is undercut our committee chairs having been a committee chair," Ryan told the Morning Consult. "So I believe this deadline will be met and we want to give [Shuster] what he needs to do what he thinks is right." What Shuster thinks is right is definitely not what the Senate thinks is right.

The upper chamber passed its own version of the reauthorization bill without the privatization provisions (and with a more restricted version of medical reform) shortly after the short-term authorization was passed and now Senate Commerce Committee Chairman John Thune, R-S.D., and other Senate leaders are calling on Shuster to simply take up that bill or something like it. "We believe it provides a bipartisan blueprint that could garner similar support in the House of Representatives," the Senate leaders said in a letter to Shuster and DeFazio. "With only six weeks remaining on the legislative calendar before funding for the FAA is set to expire, we urge you to move this bill or a similar companion measure forward in the House of Representatives as quickly as possible."

Links:

- [Article about being a Young Eagle Pilot](#)
- **Homebuilt Spitfire:** Bob DeFord of Prescott, Arizona, dreamed of owning a Spitfire. He couldn't afford one so he built his own. A homebuilt Spitfire from scratch, built to 1:1 scale and powered by an Allison V-12 engine. This is truly an accomplishment. <https://www.youtube.com/v/pzkoTulqA1U&autoplay=1&rel=0>
- [Pilot Shortage Threatens Online Shopping](#)
- [On Approach Magazine](#) (by Avemco Insurance): Good article on Summer Fly In safety. This is what most chapter members fly for. Please read.

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