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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.

#### EAA Chapter 100 Upcoming Events:

- IMC Club Meeting
  - September 14<sup>th</sup>
  - 1900L to 2000L
  - Signature Flight Support Conference Room
  - Scenario Based Discussion: Organized “Hangar Flying” Focused On Building Proficiency In Instrument Flying.
  - 1 Wings Credit for Basic Knowledge, Topic 3
  - As of Sept. 13, there were only 3 seats left - [Sign up](#)
  - [More Info](#)
- Chapter 100 **Business Meeting**, Tuesday September 27th 1830L. Byron Bears Den. Discussion about chapter tool control.
  - I will not be sending out reminders on this meeting.
- Chapter 100 **Fly in**, Saturday October 8th ~0900L. Dodge Center Airport.
  - I will not be sending out reminders on this meeting
  - Art Howard is going to have a story and slides about his trip to Alaska. We may have to move the place from the terminal to the Chapter Hangar if the sun is too bright to see the slides. Bring a chair for this contingency
  - Wayne Trom is hosting.
- FREE AOPA Air Safety Institute Safety Seminar.
  - October 18<sup>th</sup>
  - 1900L
  - Trivia Night
  - Sure, you know lots of important stuff about flying...but how sharp are your trivia skills? Join us for our latest seminar and find out! We'll test your knowledge of the arcane while also exploring the safety issues behind the trivia.
  - 1 Credit for Basic Knowledge, Topic 3
  - No signup required – [But here is the website](#)
  - [More Info](#)

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#### Chapter 100 Business Meeting Agenda

September 27<sup>th</sup> 2016, 18:30, Bears Den in Byron. Please note, I will not be able to send out a reminder just prior to this meeting.

**Tool Policy:** Last year we talked about a new tool policy program. I've extracted several paragraphs from previous newsletters and reprinted them below. As far as I can tell, we never followed up with a written policy so it will, again, be on our agenda for the September 27th business meeting. I feel we need to assign a POC to make decisions on tool loans and approve a policy to add to our bylaws, Article XV. I am proposing the draft below:

Draft:

1. Tool Mission: EAA Chapter 100 tools are available to the greater aviation community. The chapter is willing to help those needing specialized tools to work on their projects and to do it as a gesture of our promoting good will and kind-heartedness to other builders even if they are not interested in helping our chapter.
2. One member (tools tracking monitor) will be assigned the task of tracking all loaned tools and approving each loan.
3. A responsible club member must request the loan from the "tools tracking monitor" and take direct responsibility for the checking out, use of, and safe return of each loaned tool. Our tools will not be available for any commercial application. Some background information on this tool loan subject.....

Notes from the July 28<sup>th</sup> - 2015 EAA Chapter 100 Business Meeting.

*The meeting was called to order at 1830.*

4. *The chapter tool policy was discussed. It will be listed in the policy that all chapter tools are to be used for personal use only.*

September 29<sup>th</sup> 2015 EAA Chapter 100 Business Meeting **Agenda** Items (from Oct. 2015 Newsletter)

3. *The chapter tool policy. The discussion revolves around deciding who should have access to the tools and how the tools could be controlled. For some members, it does not seem right that someone could make themselves a paid-up member, use the tools and never add anything to the chapter, volunteer to help, attend a meeting or show any interest – except to use the tools. For others, the thought is we should be willing to help those needing specialized tools to work on their projects and to do it as a gesture of our promoting good will and kind-heartedness to other builders even if they are not interested in helping our chapter.*

September 29<sup>th</sup> 2015 EAA Chapter 100 Business Meeting **Minutes**. (from Oct. 2015 Newsletter)

3. *Tool Policy: We decided we do need a policy relating to club owned tools. This would include an inventory of said tools and a policy of who and how these tools would be used and accounted for. This is a "work in progress" and will include a "tool mission" and guidelines regarding who can have access to tools and who can use them (members and / or non-members). Our mission MAY be something like; "We would like our tools to be available to the greater aviation community with a club member being directly responsible for the check - out and safe return. Our tools will not be available for any commercial application. We also talked about making a wish-list of tools our club would like to have and maybe a list of member owned tools that would also be available.*

Extracted from our Bylaws.....

Article XV Facilities, Tools, and Other Assets

1. The Chapter Officers and the Chapter Board of Directors shall ensure all facilities, tools, and other assets of the Chapter are properly insured or protected against loss.
2. The Hangar Committee will properly manage the Chapter's facilities, tools, and other assets.

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**Young Eagles:** Our Young Eagles Rally was a complete success! It started out with an 800' ceiling, but by the time we got the paperwork done it was at 1000' and all 10 airplanes started flying. There were lots of ground help and we flew about 50 YE's. Thanks to everyone who participated.

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IMC Club Meetings are moved to the second Wednesday of every month. 1900L at Signature Flight Support (KRST). So, September 14<sup>th</sup> is the next meeting.

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### Rushford SpectaculAir 2016

- September 25<sup>th</sup>
- Presenting four WW II Warbirds YOU can fly in!
- RST to 55Y is 30nm

Just read [this](#) document and contact us to make a reservation for your flight and ask any questions you might have. Flights go on a first-come-first-served basis.

What a WONDERFUL gift for any veteran, grandparents,

**For more information, contact us at 507.458.4938, or at <http://www.facebook.com/RushfordSpectaculAir>.**

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### Want a ride?



**CHRIS KOELZER** emailed this to EAA chapter presidents in the Twin Cities area. He is an EAA/Warbirds member (398545) that recently checked out in this T-6/SNJ, based at Lake Elmo Airport on the east side of St Paul.

He is trying to build time as cost-effectively as possible, and would like to take fellow EAA members flying for the pro rata cost of the operating expenses (14FCR61.113c). Most T-6 ride/training companies charge \$500-800 per hour, so this is a great chance for EAA'ers to get some T-6/SNJ time for about \$125 per hour.

Chris has around 3600 total hours, of which 3300 are military (mainly USMC F/A-18). He is an ATP, although his general aviation flying is fairly limited but has over 50 hours in this SNJ, all in the last two months.

The aircraft had an annual in June, had the AD wing inspection done last month, has current parachutes, and has about 400 SMOH on the engine and prop. Cockpits are pretty much stock WWII configuration.

As he understands the regulations, this is not "flying for compensation or hire" but instead would be in compliance with 14CFR61.113c: "A private pilot may not pay less than the pro rata share of the operating expenses of a flight with passengers, provided the expenses involve only fuel, oil, airport expenditures, or rental fees." In this case, he would be operating under 61.113c Private Pilot privileges, and the flight would have the common purpose for him and the rider of "T-6/SNJ proficiency and familiarization." As for the numbers, fuel at \$125 per hour is about half the total expenses per this CFR, which would also include oil and rental fees (the business leases the airplane at a fixed fee plus flight hour rate). So the simplest way to handle the accounting is for the passenger to just pay for the fuel after flying. If any of you have a more precise legal understanding/experience of this sort of rides reimbursement, he would very much appreciate your insight. Chris has talked to the local FSDO, who of course could not provide a legal opinion but confirmed that this sort of ride seems to be covered under .113c, and he has read through the FAA Letters of Interpretation on 61.113c ([http://www.faa.gov/about/office\\_org/headquarters\\_offices/agc/pol\\_adjudication/agc200/interpretations/?year=all&q=61.113&bSubmit=Search](http://www.faa.gov/about/office_org/headquarters_offices/agc/pol_adjudication/agc200/interpretations/?year=all&q=61.113&bSubmit=Search)).

If you think you would like this opportunity, please contact Chris at Victory Aviation Company, [Chris@vicaviation.com](mailto:Chris@vicaviation.com) or 817-676-4403. The airplane is owned by a business, which requires a passenger legal waiver form be signed prior to flight. Also, the bird is headed to Texas at the end of October.

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**There is a new Aviation Weather Advisory Circular (AC) out – AC 00-6B – Aviation Weather**  
[http://www.faa.gov/documentLibrary/media/Advisory\\_Circular/AC\\_00-6B.pdf](http://www.faa.gov/documentLibrary/media/Advisory_Circular/AC_00-6B.pdf) (It is actually a book)

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