



EAA Chapter 100 July 2018 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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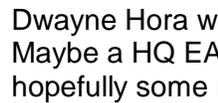
Reader submissions and comments are strongly encouraged.



EAA Chapter 100 Upcoming Events:



See <http://RSTGA.com> for detailed information on local GA events including EAA Chapter 100 events. Here is a summary of our EAA events:



EAA Chapter 100 Fly-In
July 14th (2nd Saturday of the month)
Starts about 0900L
Dodge Center Airport Admin building
Dwayne Hora will be hosting this meeting.
Maybe a HQ EAA video tape plus lots of hangar flying and hopefully some real flying.



IMC Club meeting
July 11th (2nd Wed of the month)
700pm – 8:00pm
Rochester airport's CAP Meeting Room.



Young Eagles Rally and General Aviation Picnic is September 22nd.
As always, we need all the pilots we can get and twice as many ground crew as pilots. If you plan to fly Young Eagles and are not "Youth Protection certified, please do so ASAP. You must apply for these and it takes a while for the certification authorizations to get back to you. These certifications expire after 3 years. For more information on this go to:
<https://www.eaa.org/en/eaa/aviation-education-and-resources/eaa-youth-education/youth-protection-policy-and-program>.

June 17, 2018



Father's Day Pancake Breakfast Preliminary Report

We served 712 people; 25 of which were our volunteers and the CAP. 19 aircraft dropped in from: Faribault, Blue Earth, Osage, Waseca, Plainview, Mankato, Sleepy Eye, Mason City, Crystal, Madison, WI, Minneapolis, Waterloo, Lakeville and RST. Gross receipts were: \$ 4,619. Donations were \$ 140. Expenses should be below \$ 2,000; partly due to no table or coffee pot rentals. When all expenses are in Tom will have a final tally.

President Jim wrote: "a huge thank you to the pancake volunteers. Everyone was very busy, and the event ran smoothly.



Oshkosh Youth Camp



Chapter 100 President, Jim Owens' son attended an EAA youth camp at Oshkosh with a little financial help from the chapter. Most of this was because our young eagle program produces credits that go toward helping youth pay for this camp. Jim reports that his son, Glason, just returned from his Air Academy camp. He had an excellent time and was too busy to talk to his Mom and Dad on the 4-day trip. He won several awards including workshop craftsmanship. We are very appreciative of the chapter and young eagle flight credit assistance. I'm hoping he and I will do a presentation about the experience some time soon.



Tom Hall sold his Gyroplane

I recently sold our gyroplane,..... but let me start at the beginning.

My aviation history includes parachutes, Cessnas, hang gliders and sail planes. In 2001, while at Oshkosh, my wife, Leslie and I were drawn toward gyroplanes.

The Tale of the Sale of Tango Hotel



The build, mostly in our garage took about 2 years, Leslie pulled 4 or 5 rivets, I did the rest.

The FAA DAR (Designated airworthiness Representative) certified the "228TH" (my birthday and initials, TH="Tango Hotel") on October 3, 2004. Training followed in Searcy, Arkansas and then Canton, Illinois, and back to Searcy for my Sport Pilot rating in October 2006.

I was excited and proud. I flew my first passenger, Leslie, later in October 2006; she would fly right-seat another 111 times! 47 others sat in the right seat over the years.

In the early years, the time between flights was measured in days. Later that time was measured in weeks. The past couple of years it was months between flights. It became clear it was time to find a new home for the Tango Hotel. I listed it for sale in March 2018 on barnstormers.com. I had 4 or 5 calls from the Midwest with some interest; then I got an e-mail for Robert in Reno, NV.

We agreed on a price, and he made plans to visit. He arrived in RST on a Fed-Ex flight (he is an A&P for Fed-Ex). We flew, then agreed to the sale.

Robert returned in early June. I had the gyro packed into a U-Haul truck, picked him up at RST and we headed West. We arrived at his home in Sparks, NV after 2 nights on the road.

We relaxed for a day and a half before the last leg; 400 miles to Santa Maria, CA, where he is taking lessons. After re-assembling the gyro, I was able to fly his instructor and Robert for an hour each. His instructor has many hours in RAF 2000's and feels comfortable instructing Robert in Tango Hotel.

When I settled into the airline seat on my return flight, I whispered what I hoped I could, "It could not have gone better".

**EAA Chapter 100
Web site and Newsletter**

After many years as the chapter's News Letter Editor and Web Master, I'm going to retire from those positions on or before Jan. 1, 2019. That means I'm challenging a chapter volunteer to take over these positions. Whoever it is really doesn't have to be knowledgeable as a webmaster to do that job as there is an app designed especially for EAA chapters. Volunteering now will make it easier as I will be available to help. No volunteer, no website or newsletter in 2019.

**Your ADS-B Questions
Answered: Get the Facts
Here**

Notice Number: NOTC7847



Click the icon above for a great Google Earth program of ADS-B info and other airport information GREAT RESORCE.

Question: Where will ADS-B be required? Where a transponder is required today – but where is that?

Answer: Title 14 Code of Federal Regulations (14 CFR) section 91.225 specifies the airspace in which ADS-B Out will be required after January 1, 2020. We often refer to it as “rule airspace.” You can find the actual regulation here ([14 CFR 91.225](#)) and you should familiarize yourself with its details.

The FAA also provides a Google Earth overlay that graphically depicts rule airspace to help you visualize where it is. This overlay is available at <https://www.faa.gov/nextgen/equipadsb/research/airspace/>. You can download the file to view on your personal computer. This should give you a good picture to determine whether you regularly fly in airspace where ADS-B will be required.

An easy way to identify ADS-B rule airspace while preflight planning, or while airborne, is to refer to a paper or electronic VFR sectional chart.

On the sectional, look for the magenta circles that depict class C airspace around large airports. Look for blue boundaries that depict the limits of class B airspace around the largest airports, and for those airports, a magenta circle depicting the Mode C veil. To fly in or above that airspace, you will need ADS-B Out.

If you fly anywhere over the 48 states at or above 10,000 feet mean sea level (MSL), except when below 2,500 above ground level (AGL), you'll be in “rule airspace.”

In summary, ADS-B rule airspace is:

- in and above class B and C airspace,
- within the Mode C veil,
- in class A, and
- at or above 10,000 feet MSL, when in the lower 48 states.

Rule airspace also exists within a sliver of class E airspace from 3,000-10,000 feet MSL from the Gulf of Mexico coastline out to 12nm offshore.

	<p>This is just a simplified description of rule airspace. Be sure to refer to 14 CFR section 91.225 for the details.</p> <p>For more information, visit the Equip ADS-B website at www.faa.gov/nextgen/equipadsb/.</p> <p>Questions about equipping? Please see FAQs or contact adsb@faa.gov.</p>
<p style="text-align: center;">Links</p>	<p>Are You Flying Non-Precision Approaches The Way The FAA Wants You To?</p> <p>New FAA rule cuts costs of training and proficiency</p> <p>AirVenture 2018 App or just go to the App store and start typing EAA.....</p> <p>Logging Flight Time</p>

Rochester Area General Aviation Website. This website – <http://RSTGA.com> – will attempt to keep area pilots informed on local general aviation happenings. Please help me keep it up-to-date.

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