



EAA Chapter 100 August 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. Below is a summary of our EAA events:



**EAA Chapter 100 Annual Picnic
SUNDAY August 12th
Starts about 1100L, Eat about 1200L
Dodge Center Airport, Chapter Hangar.**



EAA Chapter 100 summer catered picnic will be hosted by your chapter at the EAA Hangar, Dodge Center Airport (TOB). Members, family and friends are invited. We will start gathering about 11:00 and eat about 12:00. Fly in if you can, Drive in if you must.

BRING ONE CHAIR FOR YOU AND ONE FOR THE FORGETFUL GUY WHO FORGOT TO BRING ONE.



**IMC Club meeting
Aug 8th (2nd Wed of the month)
700pm – 8:00pm**

Rochester airport's CAP Meeting Room.
Planned discussion topics: Glasses Inop, Night

Traffic, Approach Lighting Systems, Engine Fire in Flight
[Please sign up via the faasafety.gov website.](http://faasafety.gov)



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>.



**September 13, 2018
1900-2100 (7-9pm)
Dodge Center Airport (KTOB)
EAA Chapter 100
806 Airport Road South, Dodge Center, MN 55927
Thank you EAA Chapter 100**

ASI Investigates: Weather Accidents

Weather is often blamed as the cause of accidents when, in reality, it's poor decision making that's the culprit. Arm yourself to make the right weather choices at crucial moments before and during flight.

Here's what you'll learn:

- Why getting the big weather picture is important
- How to improve your go/no-go decision-making process
- Tips to "weatherize" your mindset and avoid traps like flying VFR into IMC
- Why technology can be a great tool *and* your worst enemy in weather flying

Starting at the crash scene and working backwards, you'll step into the shoes of an accident investigator and examine accidents in which weather played a role. Our expert presenters will guide the discussion about what went wrong, why, and how to avoid making the same mistakes.

Registration is encouraged but **not required**.

[Click here](#) to go to the map of AOPA seminars and click the Dodge Center pin to register.

FAA Adding New Weather Products to FIS-B

Pilots that are ADS-B In equipped will soon have access to new weather data in their cockpits over the 978-megahertz (MHz) Universal Access Transceiver link. This month, the FAA will begin broadcasting six new weather products: lightning strikes, turbulence, icing forecasts, cloud tops, graphical Airmen's Meteorological Information (AIRMET) and Center Weather Advisories. The new weather information will complement the original 13 "baseline" weather products — including Next Generation Weather Radar (NEXRAD) mosaics, winds aloft and terminal forecasts — in the Flight Information Services-Broadcast

	<p>(FIS-B) feed. Pilots will have access to the new FIS-B products when their individual avionics are updated. The capability and availability will vary based on individual ADS-B avionics, so please refer to your avionics manufacturer for details. For more information on ADS-B services and benefits, go to www.faa.gov/nextgen/equipadsb/capabilities.</p>
<p>Weather forecasting – from American Flyers course for CFIs</p>	<p>The dynamic nature of weather makes forecasting it very difficult. Your students will quickly realize just how unreliable weather forecasts can be. Teach your students about the <i>reliability</i> factor associated with weather forecasts. A weather forecast is most reliable when it is first issued. As time passes, the forecast becomes less reliable, and its <i>reliability factor</i> decreases. Demonstrate the importance of seeking current forecasts with high-reliability factors and making plans based on the most up-to-date information.</p> <p>Good weather forecasts are likely to be correct for up to twelve hours. A forecast for bad weather is not likely to be correct for the same period. Ceiling and visibility forecasts are not reliable beyond two or three hours. In other words, a twelve-hour forecast of good weather has a reliability factor of about 80 percent, whereas a twelve-hour forecast of bad weather is only about 45 percent reliable.</p> <p>In cases where distinct weather systems—such as fronts and precipitation—are involved, there is a tendency to forecast too optimistically. Your students must also realize that errors in forecasting the time of a specific weather occurrence are more prevalent than errors in forecasting the occurrence itself.</p> <p>Some high-reliability forecasts that are usually about 75 percent accurate, concern the passage of fast-moving cold fronts and are accurate within plus or minus two hours. The passage of slow-moving warm fronts is accurate within plus or minus five hours. Rapidly lowering ceilings preceding a warm front are accurate to within plus or minus 200 feet and have a time accuracy of plus or minus 4 hours. In areas where radar is available, the forecast of thunderstorms is accurate to within one or two hours.</p> <p>If your students understand which forecasts are most reliable and which may be potentially inaccurate, they will be able to factor reliability into their aeronautical decision making (ADM). Forecasts with the lowest reliability typically involve the location and occurrence of severe turbulence, heavy icing, tornadoes, ceilings of 100 feet or less, and the location of immature thunderstorms.</p> <p>Icing and turbulence are, by nature, local and often transient occurrences. Since an aircraft is the only instrument that can measure these phenomena, there is no other way to verify the forecasts than to fly through</p>

	the forecast boundaries. Teach your students to seek out and include pilot reports (PIREPs) in their planning considerations.
Links	What to do if the engine quits Everything Explained about NOTAMS Video on a great trip to AirVenture Thunderstorms and ATC X-Country Kits

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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