



# EAA Chapter 100

## January 2013 Newsletter

### 2013 Chapter Leaders

#### President

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#### Flight Advisor

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[Help@eaa100.org](mailto:Help@eaa100.org) – Any Chapter Questions  
[Spectrum@eaa100.org](mailto:Spectrum@eaa100.org) – Flight Training and Pilot Supplies

#### Chapter Website / Forum:

<http://eaa100.org>  
<http://groups.yahoo.com/group/eaa100/>

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.

### January Hangar Flying Event

We're going to try something different this month. The meeting will be held at The Bear's Den in Byron on Friday, January 11 at 7:00 PM

#### Location:

The Bear's Den  
845 High Pointe Dr  
Byron, MN 55920

The program will be "Internet Sources for Everything Aviation".

The meeting will start at 7:00 PM but if you would like to eat first, we will be having a board of directors meeting beforehand starting at 6:00 PM.

### 2013 Chapter Dues

2013 chapter dues (\$10.00) are now being collected.

### 2013 Meeting Locations Needed

2013 is here and with it so is the need for volunteers to sign up to host the monthly hangar flying events. Pick a month to show us your project – no matter what state it's in.

### Chapter 2013 Officer Elections

Elections were held at the December hangar flying event for the 2013 chapter officers. The results are as follows:

President : Dwayne Hora  
Vice President : Dan Crandal  
Secretary/Treasurer : Tom Hall  
Newsletter/Web Editor : Jeff Hanson  
Program Director : Dick Fechter  
Young Eagles Director : Gregg Edlund

### 2013 Chapter Banquet

This year's banquet has been scheduled for February 22<sup>nd</sup> at Willow Creek Golf Course. It will be a combined event this year between the chapter and the Southeast MN Flying Club.

The speaker will be Captain Michael T. Schilz. He is the director of safety instruction and analysis programs for Delta Airlines. He is also a 747 and A330 captain.

5:30 Social Hour

6:30 Dinner

7:30 Speaker

#### Menu:

Entrée: London Broil and Teriyaki Salmon

Salad: Mixed Greens

Potato: Parsley Buttered

Vegetable: Broccoli with Lemon Butter

Cost is \$25.00 per person. Please reserve your seats by contacting Tom Hall at [tomwhall@charter.net](mailto:tomwhall@charter.net) or by calling 282-9682.

## EAA Addresses Safety Board Concerns

The EAA this week published a list of CFIs authorized to offer training in experimental aircraft, as the NTSB requested in a study released in May.

The **study** showed that experimental amateur-built aircraft have a fatal accident rate 3 to 4 times higher than the rest of the general aviation fleet, and four recommendations were made to EAA, in addition to 12 directed at the FAA. EAA's **CFI list** is categorized by state and lists each instructor with contact information, location, and the types of experimental aircraft they can instruct in. "Proper transition training is an essential first step toward safe operation of experimental aircraft," EAA said.

EAA said that in response to the other NTSB recommendations, it has already created a Type Club Coalition that includes kit manufacturers, type clubs, and pilot and owner groups, with a website that will go public next week. EAA also has developed transition-training resources and created incentives to encourage builders and buyers of used homebuilts to complete the training. "Significant progress" has been made on the other two recommendations, EAA said -- to encourage flight-test training for those who test E-AB aircraft, and to work with the industry to develop standard procedures for recording flight-test data

Study Link:

[http://www.avweb.com/avwebflash/news/NTSBCompletesHomebuiltSafetyStudy\\_206725-1.html](http://www.avweb.com/avwebflash/news/NTSBCompletesHomebuiltSafetyStudy_206725-1.html)

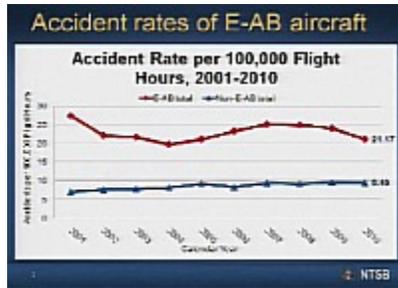
CFI List Link:

<http://eaa.org/govt/loda.asp>

## Has Technology Killed the Art of Flying?

By Scott Spangler on December 10th, 2012

When he passes through town, a friend, a long-time CFI and designated pilot examiner, calls so we can catch up over coffee. Like many people today, pilots or not, an iPad seems permanently attached to my friend. Curious, I asked how many applicants flew



with iPads. Many of them, and their number is growing, he said. His first checkride question to them was about their backup for the digital charts. If they don't have one, the checkride is over. His backup? His iPhone, which runs the same software on the smaller screen.

Overwhelmed by his enthusiastic itemization of the iPad's aeronautical benefits, an important question did not occur to me until I was halfway home. How has this technology affected the new pilot's mastery of the art of flight? Certainly, all who pass stay within the parameters specified by the appropriate practical test standards. But I'm curious to know whether pilots are bouncing between these limits like a tumbling numbered globe in the Powerball barrel or fly a specified altitude, course, and speed with variations of plus-or-minus nothing?

Technology can be a wonderful tool, but seduced by its reliable perfections, too often people, not just pilots, surrender their responsibilities to it. And therein lies the problem. Mastery of the aviation arts relies more on how pilots think, how they combine information from every available information source and bodily sense, than it does the control inputs derived from this metaphysical process. Technology is only as "smart" as the people who programmed it. It tells us what to think, not how to think. Perhaps it's time to resurrect, with a modification, an admonition from my youth: Question Technology!

This lesson became painfully clear to me several years ago. In reporting stories over my career I've had the unlikely good fortune to fly a number of Level D simulators, from the L-1011 to the 737 to the 777. In benign weather, when all systems are working, technology makes them surprisingly easy to fly, with simplicity increasing with technology's youth. Hand flying a perfect approach is no more difficult than following the flight director.

Because my visual approaches were uniformly successful, my instructor told the sim operator to make things more interesting just after I'd turned base to final. I adapted to the sudden ice fog by not looking outside as often. Hypnotized by the screen before me, I was right on the specified numbers. And then a sudden whump compressed our spines. Silently we looked at each other with wide eyes.

The sim instructor figured it out first, after he brought us back to visual conditions. We were on the runway. He hadn't given me the altimeter setting that went with the ice fog. Neither the instructor nor I thought to ask for it. We had a self-conscious laugh and wondered how many times had we, over the years, parroted the maxim, High to Low, Lookout Below?

What was clear to me is that I'd become hypnotized by the glowing screen, that it was my one and only



connection to the arcade of flight. How different it was from my first attempt to land on an 800-foot gravel bar in some unnamed river in British Columbia. There every sense was peaked and on edge. Wind ruffled leaves and water didn't escape my notice. Sight, sound, and kinetic cues united in a decision making process that led to successfully putting the fat tires down on the first few stones at the water's edge...on the fourth attempt.

Don't get me wrong. I like technology and what it can do for us all. But we must keep it in its proper place and perspective. It is a tool that if not properly used may well lead to our demise.

From: JetWhine blog 12-10-12

### Good Links

Ever been curious about the international space station and what it's really like inside? This link will shed some light on things:

<http://www.wimp.com/orbitaltour/>

This next link allows you to take a virtual ride along in the cockpit of the new 787 Dreamliner. This is a 360° virtual experience. Click and drag, look around wherever you want – pretty cool.

<http://www.newairplane.com/787/dreampass/>

\*\*If you have problems with the links, just copy/paste the address into your web browser.



# SNOW

You thought shoveling your driveway was hard.