



## EAA Chapter 100

### March 2015 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 February 2015 BoD meeting minutes

- The EAA Chapter 100 BoD's Meeting was held Feb. 10, 2015 at the Bear's Den in Byron. Members present: Jeff Hanson, John Hanson, Dwayne Hora, Dick Fechter, Derwin Hammond, Dan Crandall and Tom Hall.
- **Pancake Breakfast:** It was decided and agreed that our pancake breakfast would no longer be held on Father's Day. The date of Sunday, June 28, 2015 was agreed upon. Our promotion and advertising will commence shortly. It appears the 28<sup>th</sup> will not conflict with many other aviation activities. The event will be known as "EAA Chapter 100 Flight Breakfast".
- **Membership Directory:** It was agreed that we will issue a Membership Directory, in a paper format. We will soon determine what information to include and will provide an opt-out mechanism. We will consult with Oshkosh Member Services to gain insight from them.
- **American Flag:** We agreed to purchase and display, in the A/D building, an American Flag accompanied by a plaque with reference to Chapter 100.
- **B.O.D. meetings:** We discussed the nature of the BoD and frequency of meetings. We will determine an odd numbers of B.O.D. members along with possible alternate(s). Meeting will be held every other month, prior to the regular Chapter meeting.
- **Next B.O.D. Meeting:** Tuesday March 31st at the Bear's Den.
- **Budget:** Tom Hall presented a basic annual budget that shows the current hangar rents of approximately \$2,280 cover all normal Chapter expenses of approximately \$2,165.

#### Next Hangar Flying Event: March 13<sup>th</sup> 1900L, TOB Terminal.

Come and enjoy some pilot camaraderie.

**Chapter 100 Directory:** If you would prefer not having your contact information distributed in paper format to other members, please email [newsletter@eaa100.org](mailto:newsletter@eaa100.org) or call 507-272-5099.

#### Podcast: Jack Pelton on The Pilot's Bill of Rights 2

More fodder on getting the Pilot's Bill passed – EAA has been a strong advocate for changing the FAA's medical rules that apply to private pilots, and last week the effort moved in a new direction as a new Pilot's Bill of Rights was introduced in Congress. EAA chairman [Jack Pelton talks with AVweb's](#) Mary Grady about his take on the bill and what happens now.



## EAA Webinars Schedule

3/10/15	7 p.m. CDT	<a href="#">Avoiding the Base to Final Turn Accident</a> FAA Wings Credit	Gordon Penner
3/11/15	7 p.m. CDT	<a href="#">Building and Flying the Zenith CH-750</a> (A couple of chapter members are in the process of building a Zenith CH-750)	Sebastien Heintz

There are many other great programs. See the entire list [here](#).

## Member Bios

New for Chapter 100 is biographies of our members. I've started a biography web page at [http://eaa100.44rf.com/member\\_bios/member\\_bios.htm](http://eaa100.44rf.com/member_bios/member_bios.htm). I'm hoping all members will submit their bios.

John Hanson volunteered to be the second of Chapter 100 biographies (mostly aviation).

## Autobiography of John Hanson

I was born in 1939 and grew up in Southeast Rochester one block north of the old Rochester airport, which is now the Meadow Park addition just east of Seneca Foods. My dad started as an aircraft mechanic in 1942 at the airport so I have been close to airplanes almost all my life. I spent most of my teen age years hanging out at the airport and knew most of the pilots and mechanics. I got my first airplane ride at age 5 in a Taylorcraft sitting on my dad's lap. The pilot was a guy named Dick Smith who became a Northwest Airlines pilot and now, I believe, is part owner of Stanton Airport.

Picture on right - John's First Solo Day, Jan 1957

I built and flew control line models during my early teenage years. At the start of my senior year, in 1956, I started flying lessons. I had flown in a J-3 with a friend of my dad's for a couple years and he taught me turns, stalls and other maneuvers through take-off's and landings and then told me to get started on lessons so I could log the time. I got my Private license in August of 1957. After that I tried to get flying time in anything I could and



eventually got checked out in the Bonanza. In 1958 I joined the Southeast Minnesota Flying Club and flew their J-3 and PA-12 Cruiser. At that time the J-3 cost \$3.00 per hour and the PA-12 was \$4.50. Membership was \$100 and we paid monthly dues of \$3.00, and the club made money. Of course, at that time I was making about \$25 per week.

I joined the Air Force in 1959, went to Weather School at Chanute AFB in Illinois and then spent the rest of my enlistment at Grand Forks AFB, North Dakota. I joined the base flying club and flew Beechcraft T-34's and an L-17 Navion. I also joined a skydiving club off base and made 169 jumps including a couple night free falls and a water jump into Lake Bemidji during a water festival. I discontinued skydiving when I got married to Ginny in 1964. We had 4 kids, two girls and two boys and Jeff was the only one that inherited airplane genes

Picture on right - John and his Parakeet that he completed in 1978

In 1965 I got my Commercial Pilot rating and got an Instrument rating in 1971, although I have never made a buck flying or made an IFR flight since the day of my flight exam. It is always nice to be aware of what else is going on up there when I am flying.

I worked at IBM from 1964 until 1993.

During that time I owned an Aeronca

11AC Chief for 3 years and then started the Parakeet which was completed in 1978. Like most homebuilders, I picked up the skills as I went and asked for help when I needed it. After my son, Jeff, got out of the Navy we began thinking about another airplane project. We started the Hatz in 1999 and, after 10 years of building, completed it in 2009. It was a great experience working together and now Jeff's 14 year old son, John, is involved with us in flying and maintaining the planes.

Picture on right - John and Son Jeff standing by the 2013 AirVenture Gold Lindy Grand Champion Hatz Classic

[Click here to read a great article on the Hansons, the aircraft and the award](#)

More pictures of John and his airplanes are on our [website](#).



## NextGen GA Fund To Buy 10,000 Lynx ADS-B Units

By Stephen Pope / Published: Feb 12, 2015

ADS-B compliance is about to become a little less pricey for thousands of aircraft owners after the public-private NextGen GA Fund announced it is buying 10,000 low-cost Lynx NGT-1000 ADS-B units from L-3 Aviation Products as part of the "Jumpstart GA 2020" program. But as you might guess, there's a small catch.



In order to get the rock-bottom reduced pricing being offered by NEXA Capital Partners, the entity that manages the NextGen GA Fund on behalf of the FAA, you must be

among the first 10,000 aircraft owners to buy the gear (obviously) and you have to send in your money and install the equipment by July 1, 2016.

That sounds pretty good, but there's still one more problem. NEXA Capital Partners hasn't made public what it will charge for the Lynx NGT-1000 units. (*Edit: After our Enews went out we received a press release from the NextGen GA Fund with the official price: \$1,599. Installation is expected to cost around \$1,000 and a GPS antenna around \$500, for a grand total of about \$3,100.*)

"AOPA has made it clear that 30,000 aircraft owners would park their aircraft rather than upgrade to ADS-B at current market prices," said Michael Dymont, a general partner of the NextGen GA Fund. "We're hopeful the volume purchase made possible by the GA Fund addresses these concerns."

NEXA says the NextGen GA Fund plans a "series of large volume orders" of ADS-B equipment offering the "best combination of pricing, product availability, warranty, product features and FAA certification compliance with FAA 14 CFR 91.227."

So if you miss out on the opportunity to buy the L-3 Lynx product there might be other intriguing choices coming soon. The NextGen GA Fund also plans to offer affordable financing for avionics purchases and installations. We'll keep you posted as those details emerge.

Meanwhile, L-3 is offering a family of Lynx ADS-B products to fit a range of needs and budgets. Look for a video flight report of the Lynx NGT-9000 — the world's first touchscreen transponder — in next week's *Flying Enews*

Read more at <http://www.flyingmag.com/news/nextgen-ga-fund-buy-10000-lynx-ads-b-units#CMREcEaAyWFHQWkY.99>

## **ADS-B Compliance for \$699? It's True! Sort Of**

By Stephen Pope / Published: Feb 12, 2015

Here's some news that's sure to inflame the ADS-B detractors out there. NavWorx has just announced a fully compliant ADS-B In/Out solution that carries a list price of just \$699. And that's not for some portable unit. It's the same box as the certified gear, but without the certified price. Alas, if you're like most GA aircraft owners, you can't have it. That's because it's for the Experimental and LSA markets only.



The ADS600-EXP looks suspiciously like the fully TSO'd ADS-B Out units NavWorx sells to owners of certified Part 23 airplanes. In fact, NavWorx admits the new product is based on the [ADS600-B](#), which has received FAA TSO/STC certification and carries a list price of \$2,500 not including needed antennas and, of course, installation costs.

It includes an internal Universal Access Transceiver with all the benefits of ADS-B In and Out, meaning it complies with the FAA's Jan. 1, 2020, mandate and buyers will be also receive free FIS-B weather and TIS-B traffic information to boot.

Oh, and it has a built-in WAAS GPS receiver. And Wi-Fi for output to an iPad. And did we mention it's just \$699?

Trust us, this unit would work perfectly well in your Cessna Skyhawk or Beech Bonanza. But the FAA says you can't install it because it's not certified gear. Never mind that the safety bar for Experimental and Light Sport Aircraft mixing with airline and bizjet traffic is just as high as it is for the rest of general aviation.

Not long ago the FAA relaxed certification rules for angle-of-attack indicators, allowing the lifesaving technology to be installed in Part 23 airplanes without a TSO or STC, for a fraction of the price it would otherwise require. Could the same route be taken with ADS-B? Many people think so, and the NavWorx ADS600-EXP seems like proof. Unfortunately, the folks that matter inside the FAA don't appear to agree.

Read more at <http://www.flyingmag.com/avionics-gear/instrumentaccessories/ads-b-compliance-699-its-true-sort#CLSRFCS84bE3UVcK.99>

### **Cub vs. Champ: Which to Pick?**

<http://www.avweb.com/blogs/insider/Cub-vs-Champ-Which-to-Pick-223612-1.html>

### **Flag story**

As Tom mentioned in the BoD minutes; we agreed to purchase a US Flag for the TOB terminal. I've picked it up and it is in place. In case anyone wondered about the story behind our National Anthem, you can get a history lesson here:

<https://www.youtube.com/embed/YaxGNQE5ZLA>

### **Ejection seat:**

Do you want a fast way to get out of your EAB? This is neat...

<http://rt.com/news/226095-russia-unique-ejector-seat/>

- 16.5 kg = 36.4 lbs
- 400 kph = 216 knots
- 30 meters = 98 feet
- 4000 meters = 13,123 feet

### **How Can They Fly Into Hurricanes?**

[https://www.youtube.com/watch?feature=player\\_embedded&v=h7CQaDEKbBU](https://www.youtube.com/watch?feature=player_embedded&v=h7CQaDEKbBU)

### **2015 Airshows:**

- Thunderbirds <http://afthunderbirds.com/site/2014/12/09/usaf-thunderbirds-release-2015-show-schedule/>
- Blue Angels <http://www.blueangels.navy.mil/show/>
- May 9-10: Davenport, IA <http://quadcityairshow.com>
- June 27-28: Mankato, Minn.
- July 4-5: Eau Claire, WI <https://www.facebook.com/pages/Chippewa-Valley-Airshow/223566653691>
- August 8-9: La Crosse, Wisc.
- July 25-26: Fargo, ND <http://fargoairsho.com>

**Please send questions and comments** about this newsletter to [newsletter@EAA100.org](mailto:newsletter@EAA100.org).