



EAA Chapter 100
January 2017 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:

(Reference "Events" [on our website](#))

- January 10th -- Chapter Business Meeting
- January 11th -- Chapter IMC Club Meeting
- January 13th -- Chapter Hangar Flying Event
- January 28th -- 2017 General Aviation Banquet

• Chapter 100 Hangar Flying Event

- Date: Friday January 13th
- Time: 1900L.
- Place: Dodge Center Airport.
- Host: Tom Hall
- Attendees: Everyone with an interest in flying is invited. In fact, the WINGS portion of the program has been announced via the FAA Safety email system so there might be several new friends attending.
- The evening will consist of pilots enjoying themselves while doing some serious hangar flying.
- The short WINGS program will consist of information and discussion on cross wind takeoffs and landings. Attendees will receive ½ an FAA WINGS credit for basic knowledge topic 3. No pre-signup required.

• Chapter 100 Business Meeting,

- Date: Tuesday January 10th
- Time: 1830L.
- Place: Byron Bears Den.
- Attendees: Everyone is invited but only current members can vote.
- Discussion will be on Chapter 100 T-shirts and hats. If time remains it would be nice to start a conversation about the chapter's objectives, aim, intention, purpose, target, or goal. i.e. What we want the chapter to accomplish and how do we get there – long term and short term.

• IMC Club Meeting

- Date: January 11th
- Time: 1900L to 2000L
- Place: RST Terminal Building.
- Attendees: Everyone interested in instrument flying is invited. But, please [register](#) in the Seminars section of the FAASafety.gov website to reserve a seat. There are 20 total seats and about half are gone as of January 6th.
- **Discussion** topic: Loss of communications while IMC
- [Click here for details](#) and to sign up.
- During this hour-long event, we will discuss different ideas on handling an IMC situation where pilots lose communications. We will discuss how each of us would have handled a similar type situation in our own aircraft. The idea is to gain knowledge by thinking about potential IFR problems and listening to fellow pilot's ideas. There will be a local ATC representative at this meeting to cover their side of lost communication problems.

- o Attendees will receive 1 Wings Credit for Basic Knowledge, Topic 1
- <http://eaa100.org/imclub/imclub.htm>

- **2017 General Aviation Banquet**

- o Date: January 28th
- o Time: Doors open at 1600 to view the new Cirrus model, Cocktails start at 1730.
- o Place: Rochester International Event Center
- o Attendees: Everyone interested in General Aviation
- o All the details are available at <http://RSTGA.44rf.com>
- o Major Sponsor – Cirrus
- o Awesome Speakers
- o Organized by:
 - SEMFC,
 - EAA Chapter 100,
 - Rochester GA Action Team
 - Rochester International Airport
- o Door Prizes
- o Great Food
- o Lots of fun
- o **You must sign up to attend**



- **Minutes from the December Hangar Flying Event:**

- Brought to order at 19:00 hrs. by President Jeff Hanson at the home /workshop of host Jim Owens.

- Nominations and elections were held; all officers from 2016 were re-elected except for our new Vice President: Jim Owens.
- There was discussion about having an experimental aircraft on display in the RST terminal area.
- We were reminded about the Aviation Banquet on Jan. 28.
- Jim Owens then showed and shared his Sonex project.

Rich Macraic is asking members for recommendations on a DAR for his airworthiness inspection. The FAA documentation lists Todd Ellefson as the local DAR. There are definite advantages to going local but he is wondering if anyone in the chapter has recent experience with Mr. Ellefson. What's his familiarity with RVs, and is he easy to work with?

Rich would like to engage a DAR now as he thinks he is about 5 months out from inspection. This is to become familiar with one another and Rich can know the expectations of his appointed DAR. If anyone has experience with a DAR that they would like to share, please contact Rich at: <mailto:Rich@eaa100.org>.

- **Flight Plans**

The format for filing a flight plan is changing and it's somewhat confusing. I thought about giving a seminar on it, but if members don't file flight plans, it would be a waste of everyone's time and my energy. Please let me know if you would be interested in such a seminar. ProgramDirector@eaa100.org.

- **Aviation Links:**

Chapter 100's new [Tool Loan Policy](#) is now posted on our website.

New [Airplane Flying Handbook](#) available for download



The January/February 2017 issue of [FAA Safety Briefing](#) focuses on aviation risk management and aeronautical decision making. Featured content follows the framework of the PAVE checklist, covering a pilot's decision making process to mitigate risks in terms of the: Pilot, Aircraft, enVironment, and External Pressures.



Below are shortcuts to some of its articles.

- Say Ahh – A Pilot's Guide to Self-Assessing Risk P. 12 (Read online at <https://adobe.ly/2ibKIH0>)
- Is My Aircraft Right for Flight? – The Importance of Preflight Prep P. 16 (Read online at <https://adobe.ly/2iePJ4p>)
- Bring the Heat – Avoid Induction Icing P.18 (Read online at <https://adobe.ly/2iB7VWa>)
- The Wild (Not So Blue) Yonder – Mitigating Risk in the Flight Operating Environment P.20 (Read online at <https://adobe.ly/2hus9AX>)
- Are We There Yet? – How External Pressure Can Affect Your Flight P.23 (Read online at <https://adobe.ly/2ioBqQs>)
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FAA reviews AOPA medical course
[Medical reform rule expected soon.](#)

The FAA has reviewed the AOPA Air Safety Institute's aeromedical online course and confirmed that it meets the third class medical reform requirements that Congress created last summer. Pilots would need to complete the course, which AOPA will offer for free, every two years in addition to seeing their personal physician every four years to operate under the law.

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