



EAA Chapter 100
October 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:



IMC Club meeting
Oct 10th (2nd Wed of the month)
7:00pm – 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)



EAA Chapter 100 Fly-In
Oct 13th (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 or Alaska air adventure with a number of SX-300. Plus lots of hangar flying and hopefully some real flying.



Rushford Fly-In Apple Pie & Ice Cream October 20th 10am to 2pm
 Do you like Apple Pie with a top crust of brown sugar and butter? Do you want it with Caramel drizzled on top - or without? How about a big scoop of

Ice Cream on top?

These pies are made professionally by Eckers Apple Farm from scratch by local grandmothers who put their hearts into each pie.

If this sounds good, c'mon over to Rushford Municipal (55Y) on Saturday, October 20 from 10 AM till 2 PM.
 Meet your buddies, and treat your tummy!

Walt Kelly
 President EAA 919



Thank you so much for all of the volunteers at the Young Eagles Rally September 22nd. We had thirteen aircraft and flew 104 Young Eagles. There was virtually no waiting for the Young Eagles. We definitely could have flown more kids. Note that EAA corporate sends pilots who fly 10 or more Young Eagles a year a hat and a certificate. The chapter is also eligible for air academy scholarship money for each pilot that flies 10 or more Young Eagles in a year (January-December).



Food for thought, by Dick Fechter

I've been pushing airplanes around for about 65 years and have never had a bad experience until the other day. I noticed a fellow pilot about to push his beautiful low-wing into his hangar and I went over to help. My head was down looking at the ground as I pushed on the leading edge of the wing when I heard a crash. Sure enough, the training edge of the tail feathers caught the corner of the T-hangar – ugly! Needless to say, we were both very distressed over our actions. He said he was attempting to put the nose wheel on the painted line and I wasn't giving any quality control over the operation and certainly not giving him the help he needed. From now on I'll be more of a wing-walker than a pusher.

Later I was talking to Joe Fishburn about the episode and he had some excellent words of wisdom. First of all, he said if you examine many T-hangar corners where the wing section becomes the tail section, you can find evidence of tail feather collisions. Then he went on to talk about how years ago the Club also painted lines for the nose wheel to follow on the blacktop – which was a bad mistake. Even with the nose wheel on that line, the tail won't necessarily be over the line. In fact, it could sort of jackknife a lot. The club then painted lines for the main gear to follow and that worked much better. Joe had taught me years ago to use the rear-center light to line up the tail. That keeps the tail safe, but please no videos of me trying to do it. What's even uglier is when I try using a tractor to hangar an airplane. Dwayne makes it look easy and he says you just turn in the direction you want the tail to go. That is if the hitch is on the front of the tractor. Now the challenge for me is to learn how to do it with the hitch on the back. Maybe it's like riding a bike, once learned I won't forget.

I'm lucky the Glasair can be pulled into and pushed out of the hangar preventing potential collisions – as long as I keep the nose wheel on the center line. I've found if the ramp is slick I can use a rope on the towbar and stand in the hangar (where there is no ice/snow) and pull the plane in. This prevents me from slipping on the ice/snow while pulling and having my legs go on each side of the nose wheel. This is especially bad when the airplane has some momentum. When going out, I can get a little momentum while in the hangar to carry the airplane far enough. If it's too slick for that, I'm smart enough to just stay home.

Big News- LSA weight and other parameters up for review by the FAA:

A high ranking FAA source has confirmed that the FAA plans to almost triple the maximum weight for most Light Sport Aircraft to 3600 pounds in rulemaking that will be introduced in January. The source confirmed the scant details of a Facebook post written by AOPA Senior VP of Media and Outreach Tom Haines from the AOPA Regional Fly-In at Carbondale, Illinois. "Great news out of AOPA: your freedom to fly Fly-in at Carbondale," Haines wrote. "In January the FAA will issue a notice of proposed rulemaking increasing max weight for a light sport airplane from 1320 lbs to 3600 lbs. And ADS-B rebate will be back again in a few days. More to come." The FAA source declined to elaborate on details of the proposed rulemaking but suggested more information will be forthcoming "soon."

EAA Chairman Jack Pelton announced at AirVenture in July the FAA was planning a weight increase for the class of aircraft, which is now set at 1320 pounds for wheeled aircraft and 1430 pounds for seaplanes. Some designs, like the Icon A5, have been granted weight exemptions to accommodate safety features and

equipment. The new limit will capture a wide range of aircraft that now require a minimum of a private pilot certificate to fly. What's not clear is precisely how the rulemaking will alter performance limits, passenger loads and weather requirements for LSA operations. AOPA reported EAA Chairman Jack Pelton told the Carbondale event that the new rule "will allow you to fly in a 172, have four seats in the airplane, and fly 150 mph." He also said there were plans to allow professional builders to assemble homebuilts.

As for the ADS-B rebate, it will be a repeat of the \$500 incentive launched last year that did not attract much interest. "I talked with the FAA administrator yesterday. He was comfortable with me telling you there's going to be another \$500 rebate," the AOPA report said. AVweb has contacted industry leaders about the proposed change and the new ADS-B rebate program and will update this story as they get back to us.

Chapter member project and activity updates:

Brad Anderson, Archer II: Scheduling of his Private Pilot check ride. Good luck, Brad!!

Phil Conway, Glasair Super II- Engine rebuild complete and reinstalled. Engine brake-in is going great.

Rich & Cindy Macrafic, RV-7A- flew their beautiful RV-7A to Indianapolis to watch the Red Bull air races. They had a great time watching American Mike Goulian win the race!!!

Larry R Nelson, RV-9A: Larry recently moved to Byron and is in the final stages of structurally completing his RV-9A. Steinair is working on the G5 panel along with 2020 ADSB-Out and Dynon engine monitoring. He is looking for hangar space at the Dodge Center Airport.

Gordy Westphal, PA-12 Super Cruiser: Restoration is moving forward with fuselage work.

Jim Owens, Viking powered Sonex: Final papers hand delivered and reviewed at MIDO office 9/27/2018. Peer airworthiness review completed 10-2-18. Latest MIDO office update is he hopes to complete the final review 10-10-18. DAR Todd Ellefson is ready to complete the inspection when he receives the paperwork from MIDO.

