



EAA Chapter 100 May 2025 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.

May Meeting

– Dwayne Hora

The May meeting will be our first 2025 summer meeting, being held on Saturday, May 10 at 9am in the Dodge Center Airport terminal building. No one volunteered to host this meeting nor do we have a host for the June meeting.

The next EAA Chapter 100 meeting is at 9:00 sam, Saturday, May 10, 2025, at the Dodge Center Airport Terminal building, Dodge Center Airport

Meeting agenda as follows:

- Pledge of Allegiance
- Welcome Visitors
- Reports | As available
 - *Secretary's Report
 - *Treasurer's Report
- Committee Reports
 - *Hangar
 - *Young Eagles
- Old Business - **We STILL need a Chapter Secretary!**
- New Business
- Flight Advisor/Tech Counselor
- Builder Report - As time permits
- Adjourn

Thank you,
Dwayne Hora

EAA Chapter 100
President



A Note from the Treasurer

-- Chris Budahn

Hello EAA 100,

In 2024 we had 35 dues paying members. This is a significant decline from what we had in 2023. It is that time of year to collect dues again. It is only \$10. This gives you access to the chapter's tools, ensures you get the newsletter, and helps keep the chapter alive. Thank you to everyone who has, and continues to, contribute to this chapter's legacy.

Chris Budahn
Treasurer
EAA Chapter 100

Editor: Please send your \$10.00 dues to:

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FAA Withdraws Controversial Medical Denial Policy

-- General Aviation News

The FAA has withdrawn its proposed changes to the airman medical certification process.

The changes, initially scheduled to go into effect in January 2025, would have replaced the longstanding practice of deferring incomplete medical applications to immediate denials of the medicals.

If enacted, the new policy would have “significantly increased complexity for many pilots,” according to officials with the Aircraft Owners and Pilots Association (AOPA).

The FAA delayed implementation of the new policy twice after AOPA, in partnership with other aviation industry organizations, voiced strong concerns about its unintended consequences.

In response, the FAA held a listening session on April 23, 2025, during which Acting FAA Administrator Chris Rocheleau said the proposal would not be implemented.

Instead, the FAA agreed to work with aviation advocacy groups on a pilot medical education campaign to help applicants prepare for medical exams and reduce delays.

As a result, the organizations have released a [comprehensive medical checklist](#) to give pilots guidance on what is needed when submitting a medical application.

Currently, the FAA receives more than 450,000 medical applications annually, 50,000 of which fall under Special Issuance categories.

FAA officials said during the April 23 meeting that half of all applications — 225,000 — experience delays, often because they lack the necessary documentation, which can add up to eight weeks to the process.

In addition, during the same meeting, Federal Air Sur-

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Secretary Comments

-- Open

Note: The EAA Chapter 100 Secretary position is open. Someone needs to step up to this important position.

(Continued from page 2) - FAA Withdraws Controversial Medical Denial Policy

Dr. Susan Northrup and Deputy Federal Air Surgeon Dr. Brett Wyrick announced a series of forthcoming reforms aimed at making the medical certification process more timely, consistent, and transparent, while also reducing delays for applicants.

First, updates to the FAA MedXPress system, the platform used to submit medical information, are in development and will provide clearer instructions for pilots before entering medical information, according to FAA officials.

Additional future improvements will allow pilots and Aviation Medical Examiners (AMEs) to upload and track cases more efficiently, agency officials said.

Second, as part of the pilot medical education campaign, the FAA is working to develop simple instructions and FAQs for various medical conditions to help pilots better understand what documentation the agency will need before they apply for a medical certificate.

Northrup also mentioned, in response to a participant's question, that the FAA may consider exploring the expansion of the Conditions AMEs Can Issue (CACI) protocols, which enable AMEs to issue medical certificates for applicants with certain medical conditions.

Lastly, Northrup committed to reducing the wait times for pilots with deferred Special Issuance cases from an average of 155 days to 90 days over the next three years, AOPA officials said.

"We wholeheartedly support the FAA's decision to move away from the medical denial letter policy and instead work with AOPA and others to help educate and provide much needed medical exam guidance to new and exist-

ing pilots," said AOPA President and CEO Darren Pleasance. "Dr. Northrup and her team are working to reduce delays in the FAA's medical system and improve clarity and transparency in the application process — changes which are long overdue and which we very much support. Clear and detailed guidance on what medical documentation is required up front will help in reducing that burden."

AOPA officials added they are participating in an aerospace medical working group, which Congress mandated as part of the FAA Reauthorization Act of 2024, focused on broader improvements to the medical certification process and addressing mental health issues among pilots.

For more information: [FAA.gov](https://www.faa.gov), [AOPA.org](https://www.aopa.org)

Editor: The above is from General Aviation News, URL: <https://generalaviationnews.com/2025/04/25/faa-withdraws-controversial-medical-denial-policy/>

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Taildraggers.com launches

-- General Aviation News

Taildraggers.com, a new online platform exclusively dedicated to tailwheel aircraft, has officially launched.

Created by pilot Kevin Laufer, the site offers a destination for taildragger pilots and enthusiasts to buy, sell, and connect.

Laufer is no stranger to aviation or tech.

A corporate pilot with 25 years of professional flying and website development experience, he's spent decades blending two passions: Flying and building websites.

"I got my tailwheel endorsement in a Piper Cub at age 17, and that really set the course for my flying career," says Laufer. "At 18, I bought a Piper Clipper and towed banners at the Jersey Shore in Super Cubs throughout college. I still own that same Clipper today, alongside a Cessna 185 Skywagon."

"This project is about more than just buying and selling

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(Continued from page 3) - *Taildraggers.com* launches

tailwheel aircraft,” he continues. “It’s about sharing a part of aviation I deeply respect. Tailwheel flying is one of the purest forms of flight — steeped in history, raw, unforgiving, and incredibly rewarding.”

“Flying a tailwheel aircraft, especially in challenging conditions, demands precision, humility, and a unique connection between pilot, machine, and environment,” he adds. “What I’ve always admired most is the camaraderie among tailwheel pilots. It’s a tight-knit community, and I’m proud to be part of it.”

A Family Affair

Laufer built the new website with his son Michael, a private pilot and aviation safety student at the University of North Dakota.

“This site is a family affair,” Laufer explains. “It’s been a way for us to stay close and work on something meaningful together.”

While Laufer brings decades of flying experience and deep roots in the taildragger community, his son runs the site’s social media and digital outreach.

“He complements me perfectly,” Laufer jokes. “Even though I’m tech-savvy when it comes to web development, I’m still a round-dial analog guy at heart — I still write everything down on paper. He’s the one who keeps us visible online and connects us with the next generation of tailwheel pilots.”

Reviving the Tailwheel Pilots Association

Taildraggers.com is also home to the newly relaunched Tailwheel Pilots Association, a community-based group dedicated to promoting tailwheel flying.

Laufer originally founded the group more than 20 years ago but lacked the technical tools to sustain it at the time. Now, with a new platform and stronger infrastructure, the group is back, offering opportunities for tailwheel pilots to share stories, advice, and camaraderie.

Jets Are for Kids

Taildraggers.com carries the tagline “Jets Are for Kids” — an homage to Laufer’s former banner tow boss in

Cape May, N.J., an old-school World War II pilot who used to say it to all the young banner pilots chasing jet dreams.

“It always stuck with me and made me smile,” Laufer says. “It’s a fun reminder that tailwheel flying is a unique skill, a passion, and, in my opinion, an art form that deserves its own space. Ironically, most of us did end up flying jets — but I never forgot my tailwheel roots.”

For more information: [Taildraggers.com](https://generalaviationnews.com/2025/05/04/taildraggers-com-launches/)

Editor: The above article is from General Aviation News URL: <https://generalaviationnews.com/2025/05/04/taildraggers-com-launches/>

Newsletter Editor

-- Art Howard

Nice to see the spring weather. Much better than the cold days of winter. However, spring weather is much windier than summer weather, so be careful of the crosswinds. Up your proficiency before attempting a stronger crosswind takeoff or landing. If you are a little rusty, find your favorite flight instructor and get some crosswind dual.

I enjoyed my recent long cross country flight to Sun n Fun, Lakeland, Florida. I stopped at my daughters in Tennessee to let fronts and icing conditions get removed from my cross country flights. This put me into Lakeland one day earlier than I usually arrive. When leaving, I only got as far as Perry-Foley airport, Perry, Florida and ran against the front that was in the central USA for about a week, causing major flooding in Kentucky. I went to check out the crew car to go to a motel, but it was already checked out. Multiple pilots had flown from Sun n Fun and stopped! The airport van was full going to a Holiday Inn, but it worked for me. We all had stories to tell over dinner.

The next day the front had passed and we all left for our destinations. I stopped in Tennessee again to see my

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daughter and wait for better weather to return to Minnesota.

Of course, flying always has a way of giving pilots new challenges. I had my first experience with clear icing. I had filed for 6,000 feet but ATC put me at 8,000 feet. I was in the clouds and the outside temperature was 6 degrees Celsius, so I was not expecting icing. Suddenly, clear ice was forming on my aircraft, which was not forecast! It was supercooled large droplets (SLD) icing! Ice formed on the front of the wing and on the upper surface of the wing. I immediately called ATC and requested a lower altitude, where I knew there was warmer air, and told them I was experiencing clear icing. By the time I got the clearance to fly lower, the windscreen was completely covered with ice as well as the surface of the wings back about half way! It certainly built fast to 1/2 inch on the temperature probe.

Getting to a lower warmer altitude the ice started to melt off. Pieces on the wing would start to slide and then leave the aircraft. The same was happening to the windscreen. I had the defrost air on but it took a while before the ice left the windscreen.

In over 50 years of flying with a lot of it in IFR conditions, this was a first for me. SLD icing is not nice and happens quick. Just read some NTSB reports of much bigger aircraft than my little Cherokee about aircraft that have left the flight levels and crashed because they did not see the SLD icing in time.

Skyberry has a nice article, URL: <https://skybrary.aero/articles/supercooled-water-droplets>. It gives some of the detailed technical information on clear icing.

I have included a picture of my aircraft and tent site at Sun n Fun where I camped in the Antique/Classic area.

It has been a busy week resulting in this newsletter getting out later than normal. I have been working on the annual on N5438W. It is now complete. Nice to have that out of the way for another season!

See you around the patch.

I need more articles from the membership. Please send your articles and pictures to alhowar@attglobal.net.



Nice cloud formation while sitting at my campsite at Sun n Fun.



It was too windy for the balloons to launch on Sunday morning. You can see some of the balloons leaning to the west. The wind was from the east.



Fly-in Event Websites

The following are websites to use to look for fly-in activities:

<https://www.dot.state.mn.us/aero/events/flyins-and-events.html>

<https://wisconsindot.gov/Pages/doing-bus/aeronautics/trng-evnts/flyins.aspx>

<http://www.moonlightflight.com/>

<https://www.socialflight.com/search.php>

If you know of any others, please send the link to me at:

alhowar@attglobal.net



FL 600



EAA Young Eagles Pilot Requirements

-- EAA

Editor: This is from the EAA Young Eagles **Pilot Guidelines** brochure: **Pilot Requirements**

The Young Eagles pilot requirements are basic, but **MUST** be followed.

- ◆ Be a current EAA® member and hold an appropriate airman's certificate (sport pilot or greater)
- ◆ Possess a current medical certificate (if applicable)
- ◆ Be current to carry passengers in the aircraft you plan to use
- ◆ Have a current flight review
- ◆ Complete the Young Eagles registration form before the flight, including parent or legal guardian signature, and pilot signature
- ◆ Conduct flights in an aircraft that is in airworthy condition
- ◆ Have aircraft passenger liability insurance for the aircraft used (owned, rented, or borrowed)
- ◆ Adhere to all applicable Federal Air Rules (FARs)
- ◆ Complete both the online training and basic background check as a part of EAA's Youth Protection Policy. For more information, visit EAA.org/YouthProtection.

Editor: Make sure you are current to fly Young Eagles at the EAA Chapter 100 Young Eagles events.
