



EAA Chapter 100

October 2015 Newsletter

<http://eaa100.org>

2015 Chapter Leaders

President
Jeff Hanson
President@eaa100.org

Vice President
Dan Crandal
VP@eaa100.org

Secretary/Treasurer
Tom Hall
Secretary@eaa100.org

Newsletter / Web Editor /
Program Director
Dick Fechter
Newsletter@eaa100.org
Webmaster@eaa100.org
ProgramDirector@eaa100.org

Technical Counselor
Wayne Trom
507-374-6245

Young Eagles
???
YoungEagles@eaa100.org

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.

This publication by EAA Chapter 100, Inc is for the use, education and occasional enjoyment of its members and others. No claim is made for the accuracy or applicability of information herein. Editorial content is the opinion of the contributor not necessarily the position of either EAA Chapter 100 or the Experimental Aircraft Association.

Reader submissions and comments are strongly encouraged.

The next Chapter 100 fly-in will be October 10th at the Dodge Center Airport. At about 0900, bring your airplanes and friends. Wayne Trom is holding his annual open house in conjunction with hosting the chapter, so it's free coffee and rolls until he runs out. Come out and have fun.

September 29th 2015 EAA Chapter 100 Business Meeting Minutes.

1. By-Laws: EAA HQ asked us to include "term limits for officers" in our newly revised Bylaws. We agreed, and voted, to include this phrase; "The term of office for all Chapter Elected Officers shall be two (2) years." This has been sent to EAA HQ for approval and signature.
2. Young Eagles: It was discussed and agreed that we re-establish our commitment to the Young Eagles program. This is a work in progress and a committee of: Dan Crandall, Ron DenOuden, and Dave Nelson has been suggested to plan for this program.
3. Tool Policy: We decided we do need a policy relating to club owned tools. This would include an inventory of said tools and a policy of who and how these tools would be used and accounted for. This is a "work in progress" and will include a "tool mission" and guidelines regarding who can have access to tools and who can use them (members and / or non-members). Our mission MAY be something like; "We would like our tools to be available to the greater aviation community with a club member being directly responsible for the check - out and safe return. Our tools will not be available for any commercial application." We also talked about making a wish - list of tools our club would like to have and maybe a list of member owned tools that would also be available.
4. Hangar Policy: The Hangar Committee will review and suggest any changes to our current policy and hangar agreement; and report their progress at the next business meeting.

Respectfully submitted; Tom Hall Secretary / Treasurer

Member Directory: The first member directory was published and distributed at the August 2015 picnic. Talk to President Jeff Hanson if you did not get one and would like one.

[Here](#) is a good link from AvWeb on "**Fasteners**"

The Rochester International Airport was the starting gate for the Med-City Marathon. They asked for GA airplanes to line the area and we responded. The picture below did not capture all those displayed, but it was impressive. Thanks to all who participated.



AOPA, EAA answer questions about medical reform (From AOPA Website)

A recent announcement by Sen. James Inhofe (R-Okla.), the author of the Pilot's Bill of Rights 2, about [modifications to the bill's language](#) have raised plenty of questions among members of AOPA and the Experimental Aircraft Association.

We'll be up front with you: AOPA and EAA fully support the Pilot's Bill of Rights 2, including [these modifications](#). For more than 25 years, our two organizations have been pushing for aeromedical reform. Our most recent exemption request was made in 2012 and was much less expansive than the bill as it now stands, but it did not gain the traction needed for approval. We are farther along the road to substantive aeromedical reform than at any time in history.

We've also been digging after answers on some of your most common questions.

Why the changes in the bill's language?

Simply put, the original language of the Pilot's Bill of Rights 2 did not have enough support in the Senate, despite your thousands of contacts with your senators. It was not going to pass or move forward in its original form. Inhofe knows the workings of the Senate extremely well, so he looked for a way to get support to move meaningful reform forward. They went directly after the objections voiced by fellow senators, and in doing so built bipartisan support from 67 senators across the entire political spectrum.

What if I will only support the original language in the bill?

Again, we're going to be frank here. Accepting only the original Pilot's Bill of Rights 2 language would mean failure of the entire bill. We would end up with nothing, the same way previous efforts for meaningful aeromedical reform have ended.

Will this affect me if I still want to fly as a sport pilot?

No. This bill does not change any provision of the sport pilot rule. You may still fly light sport aircraft with at least a sport pilot certificate and a valid driver's license in lieu of a third class medical certificate.

Isn't the requirement to have had a medical certificate within the past 10 years only a move to a 10-year renewal of a medical?

No. If you are a private pilot and have a valid medical certificate (regular or special issuance) within 10 years from the date when the bill is signed into law, you may never have to visit an AME again. You will simply have to take an online medical education course every two years,

and visit your personal physician once every four years and note that visit in your logbook. No requirement will exist to report the outcome of the visit to the FAA.

Even though I have held a special issuance within the past 10 years, I understand that I may have to get another if I have been diagnosed with certain conditions. What are those conditions?

Those conditions are described in the federal aviation regulations and are limited to an established medical history of the following:

- Cardiovascular: myocardial infarction (heart attack); coronary heart disease that has been treated by open heart surgery, cardiac valve replacement; and heart replacement.
- Neurological: epilepsy; a transient loss of control of the nervous system; and disturbances of consciousness without satisfactory medical explanation of the cause.
- Psychological: personality disorder that is severe enough to have repeatedly manifested itself by overt acts; manifested or may reasonably expected to manifest delusions, hallucinations, grossly bizarre or disorganized behavior, or other commonly accepted symptoms of psychosis; severe bipolar disorder; and substance dependence within the previous two years as defined in FAR 67.307(4).

What is this online aeromedical course and who will administer it?

The online aeromedical course, taken once every two years, would be a requirement to keep your flying privileges. It would be free of charge to all pilots, whether or not they are AOPA or EAA members. We believe education is more effective than regulation, and this is the best way to get the important health information to everyone. It also would include information on how over-the-counter medications can affect our fitness for flying. The course will be run and maintained through the GA community's communications channels, such as the AOPA Air Safety Institute. The FAA would only approve the content of the online course. If we as a flying community fail to show that we can be responsible for educating ourselves, more regulation will be put upon us.

I feel fine. Why do I have to go to a doctor every four years to prove it?

We're pleased that you feel fine, but even if you weren't a pilot, avoiding the doctor's office isn't the way to assure that you're in good health. Most people see their personal physician for a physical every year or two regardless. This legislation eliminates the cost, paperwork, and extra hassle of regularly seeing a different doctor just to fly. It also eliminates many of the burdens placed on private pilots just because they're pilots.

Will this help me if I need a special issuance?

Yes! One of the biggest problems with the current special issuance process is that it's a continual renewal, with all the cost, paperwork, and hassle associated with it each time. Under the bill's language, you receive the third class medical special issuance once and you're good to go, with only future visits to your personal physician at least every 48 months. In addition, the bill requires the FAA to streamline its special issuance process, so even that one time might not be as much of a burden in the future.

I've heard that the FAA denies most special issuance medical requests, so I'm reluctant to even try.

Whoever told you this is wrong. The FAA issues medical certificates to the vast majority—more than 98 percent, in fact—of people who complete the medical certification process. That includes those who are seeking a special issuance medical. And, under the Pilot's Bill of Rights 2, you will only need to complete the special issuance process once.

Doesn't this just help old pilots? What about new private pilots who can't get a third class medical?

Inhofe heard clearly from fellow senators that in order to support the bill, they needed one initial medical approval by the FAA to ensure that a new pilot was in sufficiently good health to fly. That's a one-time approval, compared to the biennial medical exam— sometimes more if certain conditions are involved—that is now required. That's a pretty substantial step forward for everyone.

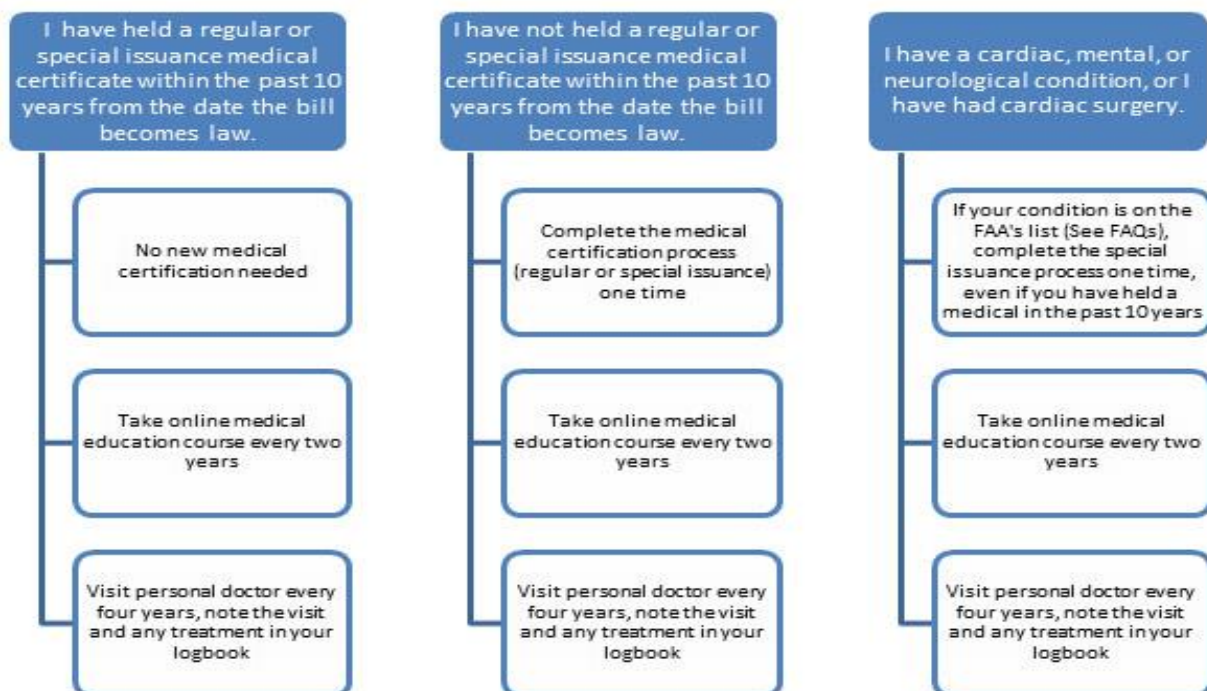
Will I be able to get insurance if I fly under the rules set out in the Pilot's Bill of Rights 2?

Insurance companies have not yet addressed how they will handle medical reforms and are unlikely to do so until medical reform becomes law. Our 10 years of experience with the sport pilot regulations and other pilots flying sport pilot aircraft without a medical certificate showed little or no impact on insurance availability or rates. Since each company uses slightly different language regarding medical requirements, the best thing to do is to contact your insurance broker or company and ask how they will handle anticipated reforms. History indicates that compliance with the applicable regulations is typically all that is required by insurance companies, and the new regulations would not require an additional medical certificate for many pilots in the future.

So, where do we go next? What's the timeline?

Even with all the progress, there's still work to do. Few things move forward quickly in Congress. Inhofe would love to get more senators on board as co-sponsors—so, if your senator is on the [list of those still not signed on](#), continue to contact them. Inhofe is also working to get the bill to the Senate floor. If approved there, it would move to the House, where nearly 150 representatives are co-signers of the original parallel Pilot's Bill of Rights 2. We are seeking every potential avenue for progress in both houses of Congress.

Predicting the pace of legislation is a fool's game, but we'll say it again: This needed reform is farther along now than ever before and we are working daily to get this done as soon as possible. It has support of GA groups, aeromedical groups, and several large airline pilot groups. Everybody would love it to move faster, but discouragement and doubt do not help. Let's push this across the finish line!





[Elizabeth A Tennyson](#) | Director of Government Affairs and Executive Communications, AOPA

Director of Government Affairs and Executive Communications Elizabeth Tennyson joined AOPA in 1998, the same year she earned her private pilot certificate. She also holds an instrument rating and enjoys jumping out of planes almost as much as flying them.

AOPA said as of Thursday, 67 senators and 140 representatives from both parties had signed on to co-sponsor the legislation. "We'll keep working to build momentum for PBR2 and we'll continue to look for opportunities to have medical reform language included in other types of legislation that are moving through Congress," AOPA said. The bill "gives the FAA the authority to look one time at an airman to establish their baseline eligibility to fly, then places the ongoing care and monitoring of a pilot's health in the hands of the pilot and their personal physician, which is where EAA believes it should rightfully be," EAA said in a statement Friday.

According to: <http://www.aopa.org/Advocacy/Legislative-Affairs/Pilots-Bill-of-Rights-2>, only 4 of the Minnesota house members have signed up as a co-sponsor (and Tim Walz is not one of them). Neither Minnesota senator has co-sponsored this bill.

Call, email, fax, and write -- Each of them also has an office in Rochester. Klobuchar's usually has Chuck Ackman there on Mondays and Fridays. Take your letters to the second floor of 1130 ½ 7th Street NW for all 3. That building is near "Everything Hobby".

[Franken, Al](#) - (D - MN)

Class II

309 Hart Senate Office Building Washington DC 20510

(202) 224-5641

Contact: www.franken.senate.gov/?p=contact

[Klobuchar, Amy](#) - (D - MN)

Class I

302 Hart Senate Office Building Washington DC 20510

(202) 224-3244

Contact: www.klobuchar.senate.gov/public/contact-amy

[Tim Waltz](#) – (D – MN)

1034 Longworth House Office Building

Washington, DC 20515

Phone: 202-225-2472

Contact: <https://walz.house.gov/contact/email-me>

- When one engine fails on a twin engine airplane, you always have enough power left to get you to the scene of the crash.
- Blue sea Navy truism - There are more planes in the ocean than there are submarines in the sky.
- Never trade luck for skill.
- The three most common expressions (or famous last words) in aviation are, "Why is it doing that?", "Where are we?" and " Ooh Shit!"
- Weather forecasts are horoscopes with numbers.
- Progress in airline flying - Now a flight attendant can get a pilot pregnant.
- Airspeed, altitude or brains - two are always needed to successfully complete the flight.

- A smooth landing is mostly luck; two in a row is all luck; three in a row is prevarication.
- I remember when sex was safe and flying was dangerous.
- Av truism; Mankind has a perfect record in aviation; we never left one up there!
- If the wings are traveling faster than the fuselage, it's probably a helicopter -- and therefore, unsafe.
- Flashlights are tubular metal containers kept in a flight bag for the purpose of storing dead batteries.
- Navy carrier pilots to Air Force pilots - Flaring is like squatting to pee.
- Flying the airplane is more important than radioing your plight to a person on the ground incapable of understanding it or doing anything about it.
- When a flight is proceeding incredibly well, something was forgotten.
- Just remember, if you crash because of weather, your funeral will be held on a sunny day.
- Advice given to RAF pilots during W.W.II. When a prang (crash) seems inevitable, endeavor to strike the softest, cheapest object in the vicinity as slowly and gently as possible.
- The Piper Cub is the safest airplane in the world; it can just barely kill you. (Attributed to Max Stanley, Northrop test pilot)
- A pilot who doesn't have any fear probably isn't flying his plane to its maximum. (Jon McBride, astronaut)
- If you're faced with a forced landing, fly the thing as far into the crash as possible. (Bob Hoover - renowned aerobatic pilot)
- If an airplane is still in one piece, don't cheat on it - ride the bastard down. (Ernest K. Gann, author & aviator)
- Though I Fly Through the Valley of Death I Shall Fear No Evil - For I am at 80,000 Feet and Climbing (sign over the entrance to the SR-71 operating location Kadena, Japan).
- You've never been lost until you've been lost at Mach 3. (Paul F. Crickmore - test pilot)
- Never fly in the same cockpit with someone braver than you.
- There is no reason to fly through a thunderstorm in peacetime (sign over squadron ops desk at Davis-Monthan AFB, AZ, 1970).
- The three best things in life are a good landing, a good orgasm, and a good bowel movement. The night carrier landing is one of the few opportunities in life where you get to experience all three at the same time. (Author unknown, but someone who's been there)
- "Now I know what a dog feels like watching TV." (A DC-9 captain trainee attempting to check out on the 'glass cockpit' of an A-320.)
- What is the similarity between air traffic controllers and pilots? If a pilot screws up, the pilot dies; If ATC screws up, the pilot dies.
- Without ammunition the USAF would be just another expensive flying club.
- If something hasn't broken on your helicopter, it's about to.
- You know that your landing gear is up and locked when it takes full power to taxi to the terminal.
- "Artificial intelligence is no match for natural stupidity" _____
- Basic Flying Rules
 - Try to stay in the middle of the air.
 - Do not go near the edges of it.
 - The edges of the air can be recognized by the appearance of ground, buildings, sea, trees and interstellar space. It is much more difficult to fly there.

Dick Fechter
 Newsletter@EAA100.org