



EAA Chapter 100 May 2021 Newsletter

<http://eaa100.org>

2020 Chapter Leaders

President
Jim Owens
President@eaa100.org

Vice President
Dwayne Hora
VP@eaa100.org

Secretary
Jeff Hanson
Secretary@eaa100.org

Treasure
Chris Budahn
Treasure@eaa100.org

Web Editor / Newsletter
Art Howard
Webmaster@eaa100.org

IMC Club Director
Jim Owens—to handle future e-mails only
IMCclub@eaa100.org

Program Director
Jim Owens
ProgramDirector@eaa100.org

Technical Counselor
Wayne Trom
TechCounselor@eaa100.org
507-374-6245

Flight Advisor
Dave Nelson
FlightAdvisor@eaa100.org

Young Eagles Chairperson
Dwayne Hora – Co-Chair
Jim Owens – Co-Chair
YoungEagles@eaa100.org

Tool Coordinator / Hangar
Gordy Westphal
ToolCoordinator@eaa100.org
Hangar@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.



Thunderstorms

-- FAA Advisory Circular 00-24C

Editor: The following is just part of FAA Advisory Circular 00-24C. To read the complete Advisory Circular on Thunderstorms, please go to https://www.faa.gov/documentlibrary/media/advisory_circular/ac%2000-24c.pdf

10. DOS AND DON'TS OF THUNDERSTORM AVOIDANCE.

a. Thunderstorm Avoidance. Never regard any thunderstorm lightly, even when radar observers report the echoes are of light intensity. Avoiding thunderstorms is the best policy. Following are some dos and don'ts of thunderstorm avoidance:

- (1) Don't land or takeoff in the face of an approaching thunderstorm. A sudden gust front of low-level turbulence could cause loss of control.
- (2) Don't attempt to fly under a thunderstorm even if you can see through to the other side. Turbulence and wind shear under the storm could be hazardous.
- (3) Don't attempt to fly under the anvil of a thunderstorm. There is a potential for severe and extreme clear air turbulence.
- (4) Don't fly without airborne radar into a cloud mass containing scattered embedded thunderstorms. Scattered thunderstorms not embedded usually can be visually circumnavigated.
- (5) Don't trust the visual appearance to be a reliable indicator of the turbulence inside a thunderstorm.

(Continued on page 3)

2021 GREAT MINNESOTA AVIATION GATHERING

...celebrating aviation in Minnesota

BUFFALO MUNICIPAL AIRPORT (KCFE)
1305 COUNTY ROAD 134 NE · BUFFALO, MN 55313

Friday, May 21, 9am to 5pm
Saturday, May 22, 8:30am to 4pm

Admission \$10.00 per person - per day · Free to MNPilots members and attendees 18 and under



See over 40 aviation exhibitors · Participate in FAA Safety Seminars
Participate in the AOPA Rusty Pilots Seminars (admission still required)
Enjoy many different aviation forums · Meet with pilots from across the Upper Midwest



www.mnpilots.org · info@mnpilots.org
763-494-7744 · www.facebook.com/mnpilots

Feel free to contact us to become an exhibitor or sponsor of this premier event!

Secretary Comments

-- Jeff Hanson

EAA Chapter 100

Chapter 100 meeting 04-9-21

Here are my notes from the April meeting:

- 16 chapter members and guests were present.
- The meeting was held in Jim Owens hangar and photographer Michael Currie gave a great presentation and slide show of his years of EAA AirVenture photography. He also included some entertaining videos of past personal flying and rides that he's given. Thank you Mike for the show!
- The next meeting is our first fly-in Saturday morning meeting of the year. It will be Saturday, May 8th at 9:00 AM.

Respectfully submitted,

Jeff Hanson

Chapter Secretary

Note: I will not be at the meeting as Angie and I will be in Utah visiting our grandson and his family.



Editor Midwest Flyer is offering a free subscription to their magazine.

Here is a [link](#) to the April/May 2021 issue. Once there, select your choice of On-Line versions: PDF or Interactive

Please forward the following link to as many pilot friends as you can, so they too can [SUBSCRIBE free of charge!](#)

(Continued on page 4)

(Continued from page 1) - Thunderstorms

- (6) Don't assume that ATC will offer radar navigation guidance or deviations around thunderstorms.
- (7) Don't use data-linked weather next generation weather radar (NEXRAD) mosaic imagery as the sole means for negotiating a path through a thunderstorm area (tactical maneuvering).
- (8) Do remember that the data-linked NEXRAD mosaic imagery shows where the weather was, not where the weather is. The weather conditions may be 15 to 20 minutes older than the age indicated on the display.
- (9) Do listen to chatter on the ATC frequency for Pilot Weather Reports (PIREP) and other aircraft requesting to deviate or divert.
- (10) Do ask ATC for radar navigation guidance or to approve deviations around thunderstorms, if needed.
- (11) Do use data-linked weather NEXRAD mosaic imagery (e.g., Flight Information Service-Broadcast (FIS-B)) for route selection to avoid thunderstorms entirely (strategic maneuvering).
- (12) Do advise ATC, when switched to another controller, that you are deviating for thunderstorms before accepting to rejoin the original route.
- (13) Do ensure that after an authorized weather deviation, before accepting to rejoin the original route, that the route of flight is clear of thunderstorms.
- (14) Do avoid by at least 20 miles any thunderstorm identified as severe or giving an intense radar echo. This is especially true under the anvil of a large cumulonimbus.
- (15) Do circumnavigate the entire area if the area has 6/10 thunderstorm coverage.
- (16) Do remember that vivid and frequent lightning indicates the probability of a severe thunderstorm.
- (17) Do regard as extremely hazardous any thunderstorm with tops 35,000 feet or higher whether the top is visually sighted or determined by radar.
- (18) Do give a PIREP for the flight conditions.
- (19) Do divert and wait out the thunderstorms on the ground if unable to navigate around an area of thunderstorms.

Editor: The above information is just an excerpt from [FAA AC 00-24C](#). Please read the entire AC 00-24C for a more complete understanding of thunderstorms.

(Continued from page 3) - Midwest Flyer

Renewing Basic Med

-- Dick Fetcher



HEADLINES

[AOPA Sweepstakes RV-10 Awarded](#)

[ICEPORT 2021](#)

[The Man At The Helm of EAA Chapters](#)

Thank you!

Dave Weiman
President
FLYER PUBLICATIONS INC
Editor/Publisher
MIDWEST FLYER MAGAZINE
6031 LAWRY COURT
OREGON WI 53575-2617

PHONE: 608-772-1776

EMAIL: Dave@MidwestFlyer.com

www.MidwestFlyer.com

Editor: I did not include the **COLUMNS, FEATURES,** and **SECTION** information. Please click [here](#) for that information.

Because BasicMed's 4th birthday is May of 2021. I thought all the pilots who were first in line four years ago might create another line in May of this year. So I tried to make an early appointment in the Rochester area. My normal doctor works for OMC so I called there first knowing they refused to do them 4 years ago, but thought they may have started between then and now – NOT. My doctor is fine with it but OMC wouldn't allow their doctors to do BasicMed evaluations due to liability reasons. Four years ago I used Rochester Clinic but they don't do them anymore. I then called Mayo and asked what they charged and they came back with an estimate of \$754.00. I'm sure someone made a mistake on this, because it's probably more like \$200 to \$300.

None the less, I want to give Mayo a big thank you. Six years ago (before BasicMed) and while the oncology department was busy saving my life the AME team was getting my Class III medical back. They did all the appropriate FAA paperwork, ran the proper tests, and submitted a book to the FAA on my flying health. Plus, somehow they coded it so my health insurance handled all the costs – which must have been a lot. They knew what the FAA wanted and did everything correctly and all came off without a hitch.

So after running out of ideas for finding a BasicMed doctor in the Rochester area I tried searching the web – no luck. So I called our friendly FAA Safety Representative and he said he had used a chiropractor at a place called "Back To Health" located at 6944 Nicollet Ave in Richfield, (about 80 miles or 1:10 from the intersection of highways 14 and 52 in Rochester), <https://www.backdoc.org> (612) 861-8854. The receptionist said to call a couple days ahead and the cost will be \$40.

After all this searching I found out AOPA.org has a *find a BasicMed doctor app* on their website but finding the app is a little difficult. Go direct by clicking: [Doctor Finder - AOPA](#). If you like your BasicMed doctor, tell

(Continued on page 5)

(Continued from page 4) - Renewing Basic Med

him/her to sign up on this website so BasicMed pilots can locate him or her.

I also learned something else about BasicMed. The doctor's exam expires 4-years **to the day** that I had my last doctor visit. And the written test expires at the end of the month 2 years after last time I took the written test. As an example; I last had my BasicMed doctor's visit on May 5, 2017 and the date on my BasicMedical-Course card from AOPA.org is dated May 19, 2019. So my medical will expire May 5, 2021 because that's 4 years to the day of my last doctor's visit. Any days I do the doctor's exam before May 5th will just be days lost. So if I saw my doctor on April 28th my next doctor appointment should be on or before April 28, 2025. If I wait until May 10, 2021, I could not fly legally between May 5th and the 10th 2021. Now, I'm current and I could go flying with just the doctor's paperwork until the end of the month and then my written test would expire and I would not be able to fly legally until that part is done.

I know, this is confusing and I didn't want to tell any lies, so I ran it by AOPA and she said it was correct and added that another item that often confuses pilots is the paperwork. I'll add her comments below:

Good Morning Dick,

Your write-up is accurate. If I might add, there seems to be confusion about what paperwork is needed and where it needs to be filed. So often we get calls from pilots asking "where do I send my paperwork" or "what do I need to carry in the plane with me"; once the pilot has both the signed exam (CMEC - Comprehensive Medical Exam Checklist) from the doctor and has printed the Certificate of Completion, the FAA has been notified electronically that the airmen has met the requirements for Basic Med, nothing is to be mailed.

The regulation (FAR68) requires that the pilot maintain both documents. In the event the FAA should request to see these documents or when it is time to renew the online course, the pilot must be able to produce the documents and they are the only individual

Newsletter Editor

-- Art Howard

I missed the April meeting because I flew to Sun n Fun, Lakeland, Florida, where I volunteered at the Homebuilt Corner. I did a daily count of the homebuilt aircraft that are on the field. I did not count the homebuilt campers as that is a separate area.

In general, there were more total aircraft this year except for the homebuilts. The number was down, probably because of weather across the top of Florida, again. It is normal for cold fronts to stall across Florida in April.

The total admissions tickets were up over 2019 and set a new attendance record.. Lots of local people came out on Saturday and Sunday. There was a night airshow on Saturday. The U.S. Navy's Blue Angels also flew on Saturday and Sunday.

I logged a little over 33 flight hours for this adventure.

The Piper Cherokee is now in for annual so no flying for a week or more. 290 plus hours since the last annual! A good share of that was flown collecting stamps for the Fly Minnesota Airports Passport last summer.

that has them. The CMEC is never scanned into a computer, there are no copies of this form. If the pilot misplaces the CMEC, they will be required to get a new medical exam performed.

Have a great day,

Anita Fetzer

Medical Certification Specialist

AOPA Pilot Information Center

Aircraft Owners & Pilots Association

Anita.Fetzer@aopa.org

Office: 800-872-2672 #3

421 Aviation Way, Frederick MD 21701

Items for Sale

Editor: Please send me a description and photo, if you have one, and I will place your for sale item here.



The Blue Angels were at Sun n Fun in April, 2021

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: The airspace depicted below shows where you need ADS-B out. There is a lot of airspace where you **do not need** ADS-B out, including **KRST** and **KTOB**. (FAA)

Editor: Make sure you are current to fly Young Eagles at the EAA Chapter 100 Young Eagles events this fall in 2021. Hopefully, this event will occur this year.

