



## EAA Chapter 100 April 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.

## April Meeting

– Dwayne Hora

### April 11, 2025 - EAA Chapter 100 General Meeting Agenda as follows:

- Pledge of Allegiance
- Welcome Visitors
- Reports | As available
  - \*Secretary's Report
  - \*Treasurer's Report
- Committee Reports
  - \*Hangar
  - \*Young Eagles - Richard Fugate
- 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

The next EAA Chapter 100 meeting is at 7:00 pm, Friday, April 11, 2025, at FBO building, Dodge Center Airport (KTOB).

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## 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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Kenyon, MN 55946  
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## A New Era of Color Vision Testing

-- FAA Safety Briefing

### DR. SUSAN NORTHRUP, FAA FEDERAL AIR SURGEON

On Jan. 1, the FAA changed color vision testing for pilot medical certificates. This primarily impacts first-time applicants for an FAA medical certificate. There is no change in the privileges and limitations for current certificate holders. However, you might be wondering, "Why the change?"

Having adequate color vision — the "ability to perceive those colors necessary for the safe performance of airman duties" — in pilots was assumed by the developers of traditional aviation sectionals and charts, airport signage, and lighting. Color vision has been evaluated by both the FAA and military branches with various tests including the Ishihara plates and Falant Lantern. It was recognized, though, that some individuals passed the test despite a significant color vision deficiency (CVD) due to either limitations of the test or memorization of the plate order.

Over the past few decades, aviation has become an increasingly color-rich environment with multi-function displays and tablets. The FAA recognizes that adequate color vision is much more essential in aviation. The military, in fact, noted that both aircrew and flight test engineers who held waivers for CVD sometimes struggled with accurately interpreting the more modern color-rich displays.

The limitations of current testing were highlighted on July 26, 2002, when a FedEx aircraft struck trees on short final to the runway at Tallahassee Regional Airport (TLH), landed short, and was destroyed. Fortunately, there was no loss of life, although the crew was seriously injured. During the investigation, the NTSB determined that the known color deficiency of the first officer, the pilot flying, was a factor in the mishap. Notably, this individual had received a "waiver" for his CVD

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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.

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*(Continued from page 2) - A New Era of Color Vision Testing*

from both the military and the FAA. The NTSB then made several recommendations to the FAA.

Subsequently, our staff at CAMI, the Civil Aerospace Medical Institute, began an extensive review of available testing for color deficiency. It quickly became clear that the current tests had inherent limitations including color fading of the plates with time, lighting issues, and the ability of individuals to memorize the order of the plates if not shuffled. Also, none of the tests in routine use evaluated blue-yellow deficiency, which had become increasingly important in aviation.

The staff at CAMI then undertook testing of both color-normal and color-deficient individuals to determine thresholds for operationally acceptable (not necessarily normal) color vision. Following this, we began an in-depth discussion of the path forward with our ophthalmologist consultants and military counterparts. A change to computer-based testing was necessary and three such tests are now authorized. Any is acceptable and the applicant has the option of taking a test more than once (since they are randomized) or a different test if one is failed. More information can be found at [bit.ly/Color\\_Vision\\_FAQs](https://bit.ly/Color_Vision_FAQs) (PDF).

So, whom does this impact? We determined that those who already had an FAA medical can retain their current privileges. In other words, if someone has a CVD, but has been given a letter of evidence (LOE) or a statement of demonstrated ability (SODA), we will continue to recognize these. Note that these generally were issued following an operational color vision test (OCVT). However, these are time-consuming and expensive for both the pilot and the FAA. One of the goals for the change to computer-based tests is to minimize the need for an OCVT in the future.

First-time applicants for an FAA medical certificate after Jan. 1, 2025, will receive a computer-based test. With certain exceptions, this is a “one and done” test for them and is not required for those who have a medical issued on or prior to Dec. 31, 2024. The first exception is if you are diagnosed with a medical condition or take a medication that can impair color vision, a computer-based test will be required as part of your evaluation. This is true regardless of when you first had an FAA medical issued. The other exception is for those issued a medical prior to Jan. 1, 2025, but who request removal of a current limitation for color vision or an upgraded medical (e.g., from a Class III to a Class I or II).

We recognize that this is a significant policy change and will monitor it closely to minimize the impact on pilots while ensuring safety of flight.

**Dr. Susan Northrup** received a bachelor's degree in chemistry, a medical degree from The Ohio State University, and a master's degree in public health from the University of Texas. She is double board-certified by the American Board of Preventive Medicine in Aerospace Medicine and Occupational Medicine. She is a retired U.S. Air Force colonel and a former regional medical director for Delta Air Lines. She is also an active private pilot and aircraft owner.

**Editor:** The above is from FAA Safety Briefing. URL: <https://www.faa.gov/sites/faa.gov/files/MarApr2025.pdf>.

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## The Conflict Within

-- General Aviation News

By Jamie Beckett · April 8, 2025 · [Leave a Comment](#)



A Cub in flight.  
(Photo by Javier Vera)

*(Continued on page 4)*



*(Continued from page 3) - The Conflict Within*

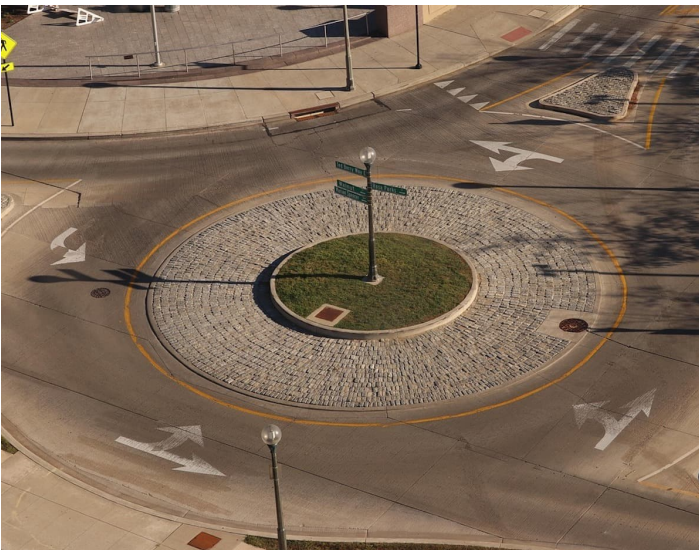
I'm enamored of travel by general aviation aircraft. Some of the happiest, most satisfying moments of my life have been spent at 2,000 feet above the ground, watching the world roll by beneath me.

It's remarkably easy to become deluded into thinking we live on a desperately overpopulated planet covered in concrete, steel, and glass. This belief can be reinforced by what we see and hear from our position on the ground amidst the clutter of modern life.

From altitude however, we can see a very different story unfolding.

Roughly 250 million Americans live in the eastern half of the United States. This is where some of the great cities of the nation have been established: New York, Boston, Pittsburgh, Detroit, Atlanta, and so many others. Yet, for all their hustle and bustle, noise and expense, those population centers are merely an oasis of civilization plunked down in the vast greenery of the nation.

VFR pilots and their passengers learn fairly quickly that America is largely undeveloped. It's accessible, to be sure. An impressively large and intricate system of roads can get us almost anywhere on the surface. But we have to be willing to sit through the traffic lights, construction delays, and roundabouts clogged by drivers who don't understand how they work.



Traveling by surface roads can get us pretty much any-

where we want to go. But we often move at a relative snail's pace while dodging the unavoidable frost-heaves, potholes, and speed bumps that make those drives less than enjoyable to experience.

Thankfully, there is often a small, local airport near the place we want to go, effectively limiting the frustration of traveling to out-of-the-way places by reducing our time on the roads.

From on high we have a very different experience than our ground-bound friends might. We can see the bright lights and expansive development of the cities from many miles away. But we can also see the miles and miles of undisturbed forests blanketing the surface of our world. Farmlands stretch out in a patchwork of greens and browns that demonstrate a logical order to the manipulation of the land, while respecting the need to protect and care for it in the long term.



The vistas are amazing. Early morning flyers are presented with the golden glow of sunrise washing over an awakening world. Later in the evening we enjoy the last rays of light coming over the horizon, as streetlights and buildings below swim in beams of glowing artificial color.

There is no boring time to be aloft. There is no route that offers nothing of interest to see. Every leg of every flight is completely unique. Each is an event that can never be perfectly recreated, but can be a satisfying treasure in our memories for a lifetime.

For those who travel by general aviation there are two axioms that challenge the unwary pilgrim: First, the innocuous, "If you have time to spare, go by air."

Yes, you will experience delays. Learn to live with it.

*(Continued on page 5)*

That banal expression is closely followed by the far more menacing: “Let’s give it a try. I think we can pick our way through this weather.”

The first expression is largely true. There is no getting around it. I’ve been fortunate enough to travel over a wide swath of America in small, single-engine general aviation airplanes. I’ve had groundspeeds as low as the mid 50s and as high as three times that pace. The view was wonderful, although sometimes that view included a frontal weather system that gave me every indication it was time to get on the ground and stay there for a while.

I’ve never resisted that opportunity to set down in a new, unexpected place. The inconvenience has always been outweighed by the whimsy of finding myself in a town I never dreamed I’d spend time in — perhaps one I’d never even heard of before.

I’ve slept on couches and in cars when a hotel room wasn’t available.

Uncomfortable? Yes. Big deal. It was always part of the overall adventure. There was always a decent cup of coffee and a local restaurant nearby where I could find something or someone to engage my interests.

I once spent three days in the small Louisiana town of Jennings thanks to a stationary front that took its sweet time moving off my route of intended flight. I’ve been forever grateful for that experience. The FBO manager lent me a van to drive for my entire stay. He didn’t even charge me for the kindness of that loan, even though he knew my C-152 wasn’t going to take enough fuel to make him a rich man in return.

Those unexpected stop-overs are all happy memories in retrospect. I’m appreciative of every one of them.

The alternative, of course, would be to take an entirely different attitude.

Should I decide my incredible piloting skills, combined with the erroneous belief that if I didn’t get to my destination on time my life would be ruined, I might very well experience a significantly different outcome — one that leaves a much more lasting impression on a larger group of people.

If I’d adopted that second perspective early in my career, I might not be here to share this story with you

## Newsletter Editor

-- Art Howard

Finally getting this newsletter out. I have been at Sun n Fun, Lakeland, Florida in the 90 degree F heat. Currently in Clarksville, Tennessee waiting for better flying weather to return to Minnesota. Forecast has icing in the clouds. I will fly another day! There is a picture of my campsite on the next page.

See you around the patch.

I need more articles from the membership. Please send your articles and pictures to [alhowar@attglobal.net](mailto:alhowar@attglobal.net).

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now. I’d be dead. My life truly would have been ruined. My family would have suffered unnecessarily.

And that meeting or appointment I felt compelled to make it to under less than ideal circumstances? I can’t even remember what that might have been about all these years later.

With that in mind you might come to realize there is a reason I’m such a big fan of being a chicken. I’m perfectly fine with calling it quits. Given the option, I’ll take time on the ground over forcing myself into a situation that would be uncomfortable at best and fatal at worst.

Several years ago, after canceling a flight I’d planned due to weather, a friend commented to me as I tucked my airplane back into the hangar, “A lot of pilots have been buried on a sunny day, because they flew when they shouldn’t have.”

I wish I’d heard that truism earlier in my career. Thankfully, the message was clear to me long before I heard the actual words.

About Jamie Beckett

Jamie Beckett is the AOPA Foundation’s High School Aero Club Liaison. A dedicated aviation advocate, you can reach him at: [Jamie@GeneralAviationNews.com](mailto:Jamie@GeneralAviationNews.com)

**Editor:** The above is from General Aviation News, URL: <https://generalaviationnews.com/2025/04/08/the-conflict-within/>.

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## 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](mailto:alhowar@attglobal.net)

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FL 600

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## 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](http://EAA.org/YouthProtection).

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

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