



EAA Chapter 100 January 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
Greg Edlund
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.

December 2014 EAA Chapter 100 Meeting Minutes:

EAA Chapter 100 December 2014 meeting minutes

Meeting started: 7:30

No previous meeting minutes or treasures' report were taken – so none were given.

Committee Reports-

- None

Flight Advisor/ Tech Counsel:

- Wayne Trom is our new Technical Counselor. He can usually be found at the main hangar at KTOB. Phone 374-6245.

Items discussed at the December meeting

- We elected Jeff Hanson as President. All other officers kept their positions. Election of officers, and pay 2015 dues.
- We discussed the February 21 Banquet at Willow Creek Golf Course. (See information below for details.)
- We discussed our projects.
- We decided to purchase a TV for the Chapter room/TOB terminal for less than \$200. Sonny Martin is donating a wall bracket to hang it on.
- We decided to change the meeting times back to 1900L (7:00pm).
- 13 members paid their 2015 dues
- We discussed who should be on our Board of directors.
- We watched the EAA Monthly Video
- Gordy Westphal Started a chapter Photo album and news book. We would like everyone to help this great project grow. Contact Gordy if you have any pictures, newspaper articles etc. that could be used.
- And we all had a great time.

January Meeting

- Discuss new business
- Watch EAA Monthly Video
- Have fun and socialize

February Banquet Details

- **PLEASE**, if you plan to attend. send an RSVP email with your name and guest names to semfc.secretary@gmail.com. The cost will be \$25 to \$30 per person and is open to members and their guests. We are having this in conjunction with the South East Minnesota Flying Club.
 - Date: February 21st
 - Place: Willow Creek Golf Course
 - Timing:
 - 5:30 PM – Social hour (cash bar)
 - 6:30 PM – Dinner
 - 7:30 PM – Speaker
 - 8:30 – 10:00 PM – Socialize (cash bar)
 - Speaker is Brian Huberty, an employee of the U.S. Fish and Wildlife Service in Hastings, MN.

- Presentation – a combination of two of Brian’s presentations
 - “Whoopers to Unmanned Aerial Vehicles”; how the U.S. Fish and Wildlife Service uses aircraft ranging from ultralights to lead Whooping Cranes, unmanned aerial vehicles for habitat assessment and counting ducks with Kodiak turbine airplanes across North America.
 - “Birdstrike! (or as birds call it, Planestrike)”; an overview of where and why birdstrikes occur.
- If you know someone or a business that would donate for door prizes, please email semfc.secretary@gmail.com.

This Wednesday January 7th -- Free Safety Seminar:



Brought to you by our own Derwin Hammond and the KRST ATC Personnel
Sign up at:

http://www.faasafety.gov/SPANS/event_details.aspx?eid=59302&caller=/default.aspx

- Aeronautical Decision Making and Crew Resource Management related to actual inflight emergencies.
- How ADM and CRM handled multiple inflight emergencies resulting in a safe landing. Briefing by Rochester ATC personnel.
- Wednesday, January 7, 2015, starting at 18:30 Central Standard Time [Download Calendar File](#)
- 45 minute video of actual multiple inflight emergencies including loss of propeller, loss of pressurization, no manual control, malfunctioning autopilot, unable to control power settings, loss of hydraulics for brakes and steering. Group discussion to follow video. KRST Air Traffic Control Tower how goes it brief.
- Location of Seminar: Carpenters Training Center 6692 10th Ave SW, Rochester, MN 55902. Enter the building through the front door located at the center of the parking lot. Signs will be posted to the seminar room. [View Map](#)
- Basic WINGS Credit Applicability: (Note: it's hard to find programs that fulfill your Basic Topic 3 WINGS requirements)
 - ½ Credit for Basic Knowledge Topic 1
 - 1 Credit for Basic Knowledge Topic 1
 - 1 Credit for Basic Knowledge Topic 3
- For more information contact:
 - DERWIN HAMMOND
 - Phone: (507) 365-8186
 - derannah@msn.com

Chapter Zenith 601 Sold.

If you remember several months ago an email went out notifying members that a Tom Welliby donated a Zenith 601 to the chapter. It was quickly snapped up by John Pruent and now the chapter is \$1500 richer and both Tom and John are happy. But John has a lot of work to do.

Fun video on airlines making cross-wind landings and takeoffs:

https://www.youtube.com/watch?feature=player_embedded&v=7P9OAng32F0

AVweb article on “Flying the Nosewheel”: <http://www.avweb.com/news/features/Flying-The-Nosewheel223233-1.html>

2015 Airshows:

Thunderbirds <http://afthunderbirds.com/site/2014/12/09/usaf-thunderbirds-release-2015-show-schedule/>

June 27-28: Mankato, Minn.

August 8-9: La Crosse, Wisc.

Blue Angels <http://www.blueangels.navy.mil/show/>

May 9-10: Davenport, IA <http://quadcityairshow.com>

July 4-5: Eau Claire, WI <https://www.facebook.com/pages/Chippewa-Valley-Airshow/223566653691>

July 25-26: Fargo, ND <http://fargoairsho.com/>

Tell the FAA if you have an address change:

This is a friendly reminder for all you airman certificate holders of the world. Please note that in accordance with 14 CFR 61.60, 63.21, and 65.21, the FAA requires you to update your mailing address within 30 days of obtaining that new address.

****Click the following link for more information on how to update your address****

http://www.faa.gov/licenses_certificates/airmen_certification/update_address/

The Savvy Aviator #63: Recommended or Required?

http://www.avweb.com/news/savvyaviator/savvy_aviator_63_recommended_or_required199001-1.html

Frequencies for talking and listening to FSS via a VOR

"Normally you would communicate with FSS through the frequencies shown on the sectional chart. The FSS frequencies are listed in a box above certain VOR stations.

At times because of the aircraft altitude or distance from the station, you may not be able to receive and transmit on the same frequency.

To increase reception range, some Flight Service Stations are also able to transmit over VORs and other Nav aids. The notation **R** shown after the frequency indicates Receive capability i.e. 122.1R. This means that the FSS can receive on 122.1 and transmit over the VOR frequency.



You need to configure your aircraft radio and audio panel properly to utilize this feature. First, tune your Com radio to 122.1. Then tune the Nav radio to the VOR you wish to use. Select both the Nav and the Com audio through your audio panel. You may have to select Voice on your Nav radio.

On your initial call to the FSS make sure you state the frequencies that you are transmitting and receiving on. The FSS specialist may be monitoring multiple frequencies.

For example, you would call *Bangor Radio, Cessna One Two Three Alpha, transmitting 122.1, listening Augusta VOR, over.*"

From AOPA Pilot Protection Services

Silberman sheds light on getting a medical after cancer

I had discussed the management of prostate and colon cancers in previous columns, but let me tell you a few facts about how the FAA manages the many different cancers. The FAA believes that the diagnosis of cancer is a self-grounding condition until the pilot is cleared either by an aviation medical examiner or by obtaining a special issuance from the FAA. The only exception is for basal cell cancer, which is a skin cancer commonly found on sun-exposed areas of the skin and cured if caught early and surgically removed.

Although in most cases, cancer is not likely to result in an incapacitation, the FAA is concerned about the pilot's mental preoccupation brought on by the diagnosis of cancer, as well as the slight risk that the cancer has spread to other organs, including the brain, where there would be a risk for seizure. As we have mentioned numerous times in the past, this is the time when you need to listen to your physician and concentrate on getting well!

An airman will not be able to be considered for a cancer special issuance until all treatment has been completed, including surgery, chemotherapy, and radiation therapy, and the condition is considered to be in remission. The FAA cannot consider an airman for certification while the pilot is undergoing chemotherapy or radiation therapy.

I have written several articles on the conditions AMEs can issue (CACI). These are medical conditions that formerly required a special issuance, but may now be issued by your AME provided you bring the proper documentation to your FAA exam. Several cancers are included in this CACI group. They are colon, prostate, renal, and testicular cancer. These cancers, when caught early and treated, carry a high cure rate; however, the FAA will generally ask you for a follow up report from your doctor to present to your AME on subsequent exams, just to be sure there is no recurrence.

Here are some other common cancers and the time intervals required prior to consideration for special issuance. Note that each condition is reviewed on its own merits.

Melanoma, a skin cancer, depends on the depth of the tumor at time of diagnosis and whether there is spread beyond the local lymph nodes. If the tumor is localized only to the site of the cancer and what is known as a "sentinel node," an airman can apply for certification once treatment is completed.

Lung cancers depend in part on the cell type and whether the pathology report indicates that the tumor has spread.

Lymphomas in general can be favorably considered after treatment has been completed.

Acute Leukemia is more volatile and stability more difficult to manage, so these cancers generally require two years of remission after treatment before certification can be considered.

Chronic myelogenous leukemia requires that the airman be in remission. This is one type of blood cancer where a specific chemotherapy agent is taken daily that helps the cancer remain in remission. In this situation it is acceptable to fly on the chemotherapy agent.

Bladder cancer, if limited to the wall of the bladder and does not penetrate into the muscular portion, is treated with regular observation and either instilling a medication or by "burning" the cancer off. This type of bladder cancer is one of the FAA's AME Assisted Authorization for Special Issuance (AASI) conditions. For AASI, the FAA grants your AME permission to issue your authorization in the office annually if you have the reports from your treating doctor.

http://pilot-protection-services.aopa.org/News/2015/January/General-Comments-on-FAAs-Management-of-Cancer?WT.mc_id=150101epilot&WT.mc_sect=med&PPS=ePilot.02JAN15.Silberman

(If the above is true, it might be a long time before I'm a PIC again. It might be best for me to wait out the no-3rd-class rule. Dick)

Please send questions and comments about this newsletter to newsletter@EAA100.org.