



# EAA Chapter 100 August 2024 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.

## August Meeting

– Dwayne Hora

August 11th will be our Chapter 100 picnic.  
11 am social hour with 12 noon lunch. Bring a lawn chair for comfort..

*Thank you,*  
*Dwayne Hora*  
EAA Chapter 100  
President

The next EAA Chapter 100 meeting is at 11:00 am on Sunday morning, August 11, 2024, at the EAA Hangar at the Dodge Center Airport (KTOB)

Actually, this is the annual picnic. Come for social time and a meal.

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## MENTAL HEALTH UPDATE

– FAA

### EASING BARRIERS TO GETTING HELP: MENTAL HEALTH UPDATE

Mental health is a topic that seems to be on everyone's mind (pun intended) and, therefore timely. I want to update you on recent changes.

As you know, our concern is safety, both for the individual pilot and for the general public. A missed or unreported diagnosis can lead to a catastrophe such as Germanwings Flight 9525, where the co-pilot deliberately crashed the airplane, or tragedy such as a solo suicide. The purpose of our policies is to prevent accidents like these and mishaps due to performance impairment. Regardless of the severity of a person's mental health condition, we are concerned about cognitive and vigilance impairment as well as sedation that may result from either the condition or possible treatments. We are cognizant that a review of these conditions, although necessary for safety, burdens the applicant and delays certification.

For several years, we have noticed a significant increase in the percentage of airmen medical applicants who report a mental health condition including substance abuse, depression, anxiety, and attention deficit hyperactivity dis-

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# A Note from the Treasurer

-- Chris Budahn

*(Continued from page 1) - Mental Health Update*

Hello EAA 100,

It's that time of year again where I have to ask for your membership dues. The dues are only \$10. Please be sure to keep your EAA national membership account current as well. This can be done at [www.eaa.org](http://www.eaa.org). If you haven't already given me your national membership number, please submit that with your dues payment. We use a roster management tool that links to your national membership. This allows us to keep track of things you have done on the national level such as Youth Protect training or background checks that are necessary for participation in the Young Eagles program.

You can mail the payment to me, or bring it to the next chapter meeting.

Thanks,

Chris Budahn  
6525 County 30 BLVD  
Kenyon, MN 55946  
507-438-1130

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order (ADHD). In fact, we estimate more than 30% of general aviation applicants reviewed for a special issuance have a mental health condition as one of their diagnoses. Although some of this is due to the recent pandemic, for decades there has also been an increase in medication use for depression, anxiety, and ADHD. Post-traumatic stress disorder (PTSD) is also diagnosed more frequently now than in decades past. Many more individuals with these conditions are now requesting medical certification. Altogether, our workload has greatly increased and a backlog developed. We have taken steps to address this.

First, we have increased the number of psychiatrists from one to four over the past four years. We also have three psychologists on staff, two of whom are trained as neuro-psychologists. Second, we have prepared decision tools for the AMEs (aviation medical examiners) to use for situational depression and PTSD. If asymptomatic and off treatment (five and two years respectively), the AME generally can issue a medical certificate. This is outlined in the AME Guide and is a change from the previous requirement for all cases to be reviewed by FAA medical staff before certification. We are evaluating other conditions for similar decision tools.

I would also like to report on several additional initiatives. During the pandemic, in-person evaluations became difficult and we allowed increased use of virtual appointments. While this certainly made it easier for the individual pilot, a virtual evaluation is inferior to in-person. We are evaluating how well these worked over the past few years to determine the ideal balance going forward. In the meantime, we are continuing the virtual evaluation policy adopted during the COVID-19 public health emergency.

Last fall we reviewed the records of more than 400 pilots on the SSRI (selective serotonin reuptake inhibitor) program. We determined that for the vast majority of pilots, routine follow up cognitive testing did not identify a safety concern. Accordingly, we have discontinued this requirement for 97% of the applicants for recertification. Finally, we recently approved extended release bu-

*(Continued on page 3)*

# Secretary Comments

-- Jeff Hanson

Respectfully submitted,

Jeff Hanson

Chapter Secretary

Here are the minutes from the July meeting.

- 9 members and 2 guests present.
- Pancake breakfast follow up:
- 478 served
- Gross revenue: \$4,906.00
- Revenue after expenses: \$2,340.00
- Motion to donate \$2,000.00 to DAV (Disabled American Veterans) Rochester chapter made by Jeff Hanson, 2nd by Brad Anderson. Motion passed.
- The chapter wants to acknowledge appreciation to Brad Vanzuilen for all of the work involved in deep cleaning and tuning up the grills. Motion was made for a gift for recognition by Brad Anderson, 2nd by Chris Budahn. Motion passed.
- Money / hangar discussion.
- Chapter picnic discussion. Chapter picnic will be August 11th.
- Young Eagles debrief will be held at the September meeting.
- Bench discussion:
- Gordy and Stan built two benches. The city of Dodge Center is going to prep the area outside the TOB FBO. Cost for the benches was \$290.00. Motion was made for the chapter to pay for the cost and donate the benches to the airport by Gordy Westphal, 2nd by Brad Anderson. Motion passed.
- Pedal plane discussion:
- 1st airplane has been donated to the Dodge Center fire department. The second airplane is almost finished. Suggestions are needed for where to donate it to.
- 2023 service awards were handed out.

Meeting adjourned at 10:20am.

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*(Continued from page 2) - Mental Health Updates*

propion (Wellbutrin©) SR and XL formulations, for use in pilots under the special issuance program. (This is also approved for air traffic controllers.) We are also looking at other anti-depressants for inclusion, but are carefully scrutinizing the side effect profile.

We introduced the substance abuse/ dependence programs decades ago and began allowing the use of SSRIs in 2010. Both programs have been successful. Recent data shows that 574 pilots were flying with a Special Issuance (SI) for a SSRI and, in 2022, 2,213 pilots had a SI for substance abuse/dependence. These are pilots that would have been grounded, often permanently, at one time. While many pilots with a mental health diagnosis face an initial disqualification (around 20%), most will be certificated once stable and satisfactorily controlled with an acceptable medication. Note also that while some mental health diagnoses, such as schizophrenia, may not be compatible with flight safety, most are.

Recently, we received an inquiry asking for our policy letter regarding the 10-year wait after a suicide attempt. There is no such policy. We do not know if anyone delayed a certification request due to this, but even one unnecessary delay is too many. Please encourage your colleagues to get treatment (if needed) and seek certification. As medicine advances, we are able to certify more and more conditions.

**Editor:** The above article is from FAA Safety Briefing— July August 2023, URL: [https://www.faa.gov/sites/ faa.gov/files/JulAug2023\\_0.pdf](https://www.faa.gov/sites/faa.gov/files/JulAug2023_0.pdf)

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# REPORTING DISABILITY COMPENSATION

-- FAA

Recently, there has been a lot of discussion in many different forums regarding the FAA and pilots who receive disability compensation, especially from the Department of Veterans Affairs (VA). Some pilots are concerned that a high disability rating can jeopardize medical certification. This is not true. Our determination is based on the condition and treatment, not the amount of compensation. While the likelihood of a significant medical issue does increase with a higher rating, the correlation is not as strong as you might think. In fact, we have pilots who have a 100% disability rating from the VA, yet qualify for a Class I or II medical. On the other hand, some conditions, such as a seizure disorder, can have a rating from the VA, as low as 10%, yet not be safe for flight. For this reason, even a 0% disability rating should be reported. I want to emphasize though that we consider each pilot individually with the goal of issuing a medical when it is safe to do so.

I would like to address the responsibility that we pilots have for reporting disability compensation on the FAA medical application (FAA Form 8500-8). I would also like to remind you that you need to report any form of disability benefit, including from a private insurer, workers' compensation, or Social Security disability.

Question 18y, Medical Disability Benefits, is answered incorrectly by many pilots. The purpose of providing medical history on the 8500-8 form through MedXPress is to identify areas of potential aeromedical concern and to ensure adequate and aeromedically acceptable mitigation. Sometimes these concerns can be addressed by the aviation medical examiner (AME) while you are in the office, and you leave with your medical in hand; other times additional information and testing might be necessary to ensure aviation safety. This is just as true for a history of medical disability benefits as any medical condition.

Why are we concerned about pilots receiving medical disability? The short answer is that even though pilots

should annotate their medical conditions in other parts of question 18, they may not believe that an underlying medical condition or treatment falls within another question on FAA form 8500-8. Additionally, question 18y can serve as a helpful reminder of medical conditions that the applicant did not think about when answering other parts of question 18. Remember that our goal is to ensure the safety of the national airspace system. This question helps us ensure that all underlying medical conditions are disclosed, adequately controlled (or resolved), and that the treatment is aeromedically acceptable.

For those of you who have been granted disability compensation since your last medical application, I recommend that you gather the paperwork you have for that disability compensation and bring it with you to show your AME at your next FAA medical examination. If it's a VA disability, bring the VA decision letter(s). Consider making an appointment with your AME prior to the examination to review the information for completeness. For those of you who have been granted disability compensation prior to your last FAA medical but did not report it, I recommend that you provide this to the FAA now even if you are not due for an examination. Your AME can help with this. Make sure that you bring copies of all the disability evaluations, not just the most recent ones. This will expedite your review.

Should your disability compensation change, you will also need to report this. Generally, you will do so at the time of your next medical application. Second, independent of any reporting requirements, remember your obligations under 14 CFR section 61.53 ([bit.ly/14CFR61\\_53](https://bit.ly/14CFR61_53)). The bottom line is that question 18y is like any other question about medical history. We simply want to ensure that the underlying condition is well-controlled and that the treatment is aeromedically acceptable.

**Editor:** The above is from FAA Safety Briefing—March April 2024. You can access this from URL: [https://www.faa.gov/sites/faa.gov/files/Safety\\_Briefing\\_MarApr2024.pdf](https://www.faa.gov/sites/faa.gov/files/Safety_Briefing_MarApr2024.pdf).

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## Newsletter Editor

-- Art Howard

Another great AirVenture (Oshkosh) is over. I arrived to very wet grounds on Monday afternoon, July 15, 2024. I kept my taxi speed up on the grass as I worked my way to the camping area in South 40. The wheels were splashing water!. My tent site was very wet but no standing water. However, the moisture caused some items in my tent to mildew! When I left on Monday, July 29, there were cracks in the ground. My how fast moisture can be lost.

There was a rain shower on Monday as I packed up my tent so had to set it up in the garage when I got back home. Today, July 30, is a rest day. These two week stints as Chairman of South 40 Camping and Registration are getting harder. I must be "ageing out a little" as I get older!

The South 40 did not fill up this year. We still had camping and parking spaces. The total attendees were up. Auto parking lots were packed and the overflow parking was challenging.

There was a good military presence this year. A B52 bomber was parked all week in the display area. The Canadian Snow birds put on a really nice show.

This was the first year that my daughter has attended in over 20 years. Military life and family took priorities for awhile. She grew up in North 40 where I used to volunteer. She plans to be back next year and has expressed interest in being a Co-Chair. That would be very nice!

With AirVenture 2024 for over, we can expect weather changes soon. There will still be some hot weather but get ready for fall flying. We should see plenty of activity around the Dodge Center airport.

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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## Night VFR Flying

-- FAA

### Practical Risk Management for Night VFR Flying

Flying at night can be very enjoyable, if pilots understand the differences of night flying and take the necessary actions to prepare for a safe flight.

Factors in night accidents often include errors in planning, decision-making, and risk management. Fatigue can contribute to such errors. Its effects include:

- "Channelized" attention
- Poor judgment
- Slowed reaction time
- Inattention
- Ease of distraction

Other errors common in night VFR accidents include:

- Lack of proper equipment (flashlights, batteries)
- Loss of situational awareness
- Problems with night vision
- Inadequate traffic scan
- Vulnerability to optical illusions

Consider structuring a night training or proficiency session as a short cross-country flight, with night takeoff and landing practice at the destination airport. During each phase of the flight, look for (or create) "teachable moment" scenarios that provide an opportunity to teach good risk management practices for night VFR flying.

**Editor:** The above is from URL: [https://www.faa.gov/sites/faa.gov/files/regulations\\_policies/handbooks\\_manuals/aviation/pilot\\_risk/4.0-Night-VFR.pdf](https://www.faa.gov/sites/faa.gov/files/regulations_policies/handbooks_manuals/aviation/pilot_risk/4.0-Night-VFR.pdf)

It is written more for an instructor but reading it will allow any pilot to raise their ADM (Aviation Decision Making). With the peak of summer passing, the days are getting shorter. Some of us enjoy late evening flying and with that comes the possibility of night cross country with take off and landing after dark.

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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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## 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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