



# The Observer

THE OBSERVER IS A MONTHLY PUBLICATION OF  
THE GETTYSBURG BARNSTORMERS, EAA CHAPTER 1041, GETTYSBURG PA.



## The Experimental Aircraft Association (EAA)

...is not just  
Experimental Aircraft!

This organization is for everyone that has an interest in aviation. Whether you're an experienced pilot, or just someone who loves aircraft, EAA Chapter 1041 welcomes you!

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## The Gettysburg Barnstormers, EAA Chapter 1041 -

April 2023

### Gettysburg- More Than A Civil War Battlefield

Did you know that Gettysburg has ties to World War II? The town has a long list of World War II ties: president and D-Day commander Dwight D. Eisenhower maintained a home there. It was also the site of a secret U.S. Navy mapmaking office, an army psychological warfare training camp and a POW camp on the Civil War battlefield where German prisoners worked picking fruits and vegetables. Gettysburg has applied for American World War II Heritage City status from the National Park Service.

There's a new museum in Gettysburg that doesn't tell any of the Civil War stories that we hear all over town- it tells the stories of the involvement of this Civil War town during a much more recent war, World War II.

Frank Buck and his wife Loni invested over \$7 million dollars to construct three 12,000-

square-foot buildings on 30 acres of farmland near their home about five miles northwest of Gettysburg, that contain everything from Sherman tanks and other vehicles to a collection of World War II uniforms, helmets and weapons on display.

Ok, you say. What does this have to do with aviation? Well, prior to World War II, there were no aircraft that were capable of a long-range flight, so an airborne attack on the American mainland wasn't a concern. But, in the few years before WWII, the advances in aeronautics allowed the long-range bomber to be created.

An early warning system was created to protect along the East and West coasts. The American legion helped organize volunteers in 1941 and the Aircraft warning service (AWS), a civilian arm of the military's ground observance corps was

created., and thousands of observation posts were established on the east coast from Maine to Florida, and roughly inland as far as the western slopes of the Appalachian Mountains. On the west coast, posts ranged Washington to lower California.

At the peak of the war over 750,000 individuals were involved in the AWS throughout the country. Spotter towers and call centers were manned 24/7. Even with the advances in aviation, no enemy bombers ever made it to the U.S. The AWS was deactivated in May 1945.

Doesn't this sound like the predecessor to radar?

Check out the Wikipedia article "Aircraft Warning Service", and check out The World War II American Experience, which is located at 845 Crooked Creek Road in Gettysburg, Pa 17325.

Hours are seasonal,

### Henry's Hangar

"I've had the privilege of enjoying what I've loved since I was five or six years old."  
Paul Poberezny,  
EAA Founder, 1921-2013

Hello Barnstormers, It's SPRING! After a "winter that wasn't", we can start enjoying the flowers and other warmer weather benefits, and hopefully some good flying. This is going to be a banner year

for Chapter 1041, as we have received (and accepted) an invitation to host the Ford Tri-Motor in September! Logistical requirements will cause this event to be held at York Airport (THV) and the folks there are extremely excited to see it happen. This will be a great fund-raising opportunity for our Chapter and we will be asking for your help to man the various stations while the Tri-

Motor is here. Stay tuned for more news on this, we will be advertising it at our June breakfast event.

After a 3-year hiatus due to the virus, we are once again planning Field Trips. The first one will be a visit to the Piper Museum at Lock Haven on Saturday, May 6th. If the conditions permit, flying to Lock Haven will be

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## UPCOMING CHAPTER EVENTS For APRIL 2023

- **March 6th Regular Chapter meeting 7PM Gettysburg Regional Airport**
- **March 11th IMCI VMC gathering 9:00 AM to 10:30 AM at the airport**
- **March 18th Chapter Fly-Out**
- **March 20th Board of Directors meeting 7PM Gettysburg Regional Airport**
- **March 26th Soup-R-Sundae Gettysburg Regional Airport Noon to 3:00 PM**
- **April 3rd Regular Chapter meeting 7PM Gettysburg Regional Airport**
- **April 8th IMCI VMC gathering 9:00 AM to 10:30 AM at the airport**
- **April 15th Chapter Fly-Out**

## A LOOK AHEAD TO MAY 2023

### Henry's Hangar (continued from page 1)

a great way to travel. For those who might be interested, I will be leaving late Friday and driving to Milroy, PA where the Hartman family are members of a snowmobile club and have a large clubhouse that will sleep 50 people! We'll stay there Friday night, and then drive to Lock Haven Saturday morning for the 10:00 opening of the museum.

Depending on what the group would like to do, we can return home Saturday evening or spend another night at the clubhouse and return on Sunday. I have several very special restaurant options includ-

ed in this trip! For more information please attend our monthly Chapter meetings or contact me.

Also in the works is a bus trip to the Udvar-Hazy Center of Smithsonian sometime later this summer or fall. We are always open to suggestions and volunteers to arrange for interesting Field Trips so please help us out with your ideas.

Please mark your calendars for June 2-3-4 when we will be getting things ready for and holding our Wings, Wheels, and Pancakes Fly-In/Drive-In Breakfast. The Chapter needs the services of all our members

to again host a successful event, we have so much fun and when everyone helps, things go much smoother and the workload is lighter for all.

Going to Oshkosh for AirVenture? Chapter Camping is one of the best ways to enjoy that experience and we are taking reservations now. More details will be shared during our monthly gatherings.

Looking forward to seeing you at all of our upcoming functions,

*Henry*

### Some Updated Graphics!

Sam Kistler has been hard at work making some graphics for us!

To the right is a fun one with our Chapter President, Henry, flying the plane.

Below is the 30th-Year Anniversary logo

Thanks, Sam for some excellent work— especially taking the old graphic and sharpening it up!

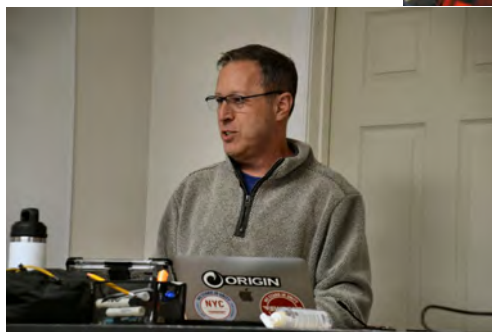




## Last Month's Program Review

Captain Howard Witterman, ATP – Southwest Airlines – and Barnstormer member ! Howard gave a photo/video show of scenes he took while at airports and in the air. Wonderful images, everyone thoroughly enjoyed the show and asked lots of questions about the current state of the airline industry and the FAA air traffic control system. He also briefed us on the return to service of the Boeing 737-MAX and the training now in place for pilots. A very enjoyable program with spectacular

photos. Howard's wife Dana (also a member) was along and their son Brandon (recent ATP) and daughter Lindsey arrived before the evening was over.



## March's Souper Sundaes

Our third and final of our three Souper Sundae events was a hit! We look forward to next year for our next Souper Sundae with lots of good food and perfect soup (as always).

To the left, Dave Speranza making some of his fantastic ice cream for the Souper Sundae event! Thanks, Dave!

Pictures Courtesy of Henry Hartman and Dave Speranza



## This Month's Program Preview

April is the month we get to find What's going on at W05?

The present, the future, and beyond. Come join us for the April meeting and hear from Jamie the Engineer for:

**SARAA what's going on at W05.**





**ONLY TWO  
MONTHS  
AWAY!**

**GET COPIES  
OF THE FLYER  
NOW!**

**Contact Dianna  
and let her know  
how many  
copies you need.**



## The Spring 2023 FLY-IN/DRIVE-IN “WINGS, WHEELS, & PANCAKES”

**BREAKFAST \* 8 AM – Noon \* RAIN OR SHINE!**

**Saturday and Sunday \* JUNE 3<sup>rd</sup> AND 4<sup>th</sup>, 2023**

*Sponsored by Chapter 1041 of the Experimental Aircraft Association  
(the Gettysburg Barnstormers) at: GETTYSBURG REGIONAL AIRPORT (W05)  
Route 30 West, 1130 Chambersburg Road, Gettysburg PA 17325*

### **ALL YOU CAN EAT!!!**

**Pancakes, Eggs, Sausage, Home Fries, Coffee, Tea, and Juice!**

**\*Cash: \$10 Adult/ \$4 Youth (12 & under), \*Credit: \$10.50 Adult, \$4.50 Youth**

\*Prices may be subject to change due to fluctuating food costs.

***A portion of the proceeds benefit Aviation Programs for Youth***

**Join us for Planes of all types, Antique and Classic Cars, and even flying model planes!**

**Also, come see “Floyd’s Fabulous Flying Flapjack Machine”!**



Above pictures from our last breakfast! On right, Floyd’s Fabulous Flying Flapjack Machine was designed by Floyd Armstrong (1944-2014)  
Check us out on the Web at: [WWW.1041.EAACHPARTERS.ORG](http://WWW.1041.EAACHPARTERS.ORG), or contact: Henry Hartman, Chapter President, at 717-637-3741 or (cell) 717-465-5952



## Inaugural Learn To Fly Week

**May 15 - 20, 2023**, is the inaugural EAA Learn to Fly week!

The EAA will be providing five days of webinars and chapter Flying Start events will be the highlight of the week.

We’ll keep you posted on the inaugural week and our planned events here in the Observer, so keep an eye out!

## AirVenture Dates

**2023: July 24—July 30**

**2024: July 22– July 28**

**2025: July 21– July 27**



## April EAA Webinars

These live multimedia presentations are informative and interactive, allowing the presenter to use slides and audio, while audience members can ask questions and be polled for their opinion. See the EAA webinars site for more information.



### 4/5/23 7 p.m. CDT Ethics of Misdiagnosis

Qualifies for FAA WINGS and AMT credit. Mike Busch

When an aircraft owner puts his aircraft in the shop and asks his mechanic to fix a specific problem, should the owner have to pay for work done or parts installed that don't resolve the issue? That's the question the owner of a vintage Piper PA-12 Super Cruiser posed to maintenance expert Mike Busch. The question triggered a fascinating exchange between Mike and the owner about the ethics of misdiagnosis, and that's the subject of this webinar. Mike discusses what owners can do to avoid being victimized by this all-too-common situation.

### 4/11/23 7 p.m. CDT The History of Steve Wittman

Museum Webinar Series Chris Henry

Steve Wittman was the winningest air race pilot of all time and designer of numerous iconic aircraft designs. He called Oshkosh his home, and is one of the reasons why EAA does as well. Join us as we talk about all things air racing and Steve Wittman.

### 4/12/23 7 p.m. CDT The Nine Principles of Light Airplane Flying

Qualifies for FAA WINGS credit. Rich Stowell

Why don't we talk about first principles in aviation? What are those principles? And what impact could knowing them have on aviation safety and education? Tune in as Rich Stowell proposes nine principles for light airplane flying and drills down into two of them in a way that will broaden your understanding of maneuvering flight.



### 4/18/23 7 p.m. CDT Planning for International Young Eagles Day

Young Eagles Webinars Series David Leiting

Join David Leiting, EAA's Eagles Program Manager, as he reviews Young Eagles rally planning best practices, how to utilize Young Eagles Online Registration, and how to integrate the new digital signature app. This webinar will help prepare volunteers for International Young Eagles Day on June 10, 2023.

### 4/19/23 7 p.m. CDT VNAV and Visual Approaches: Helpful or Hidden Dangers?

Qualifies for FAA WINGS credit. Gary Reeves

Learn how the new visual approach and VNAV features in panel mount navigators and iPad applications can be helpful sometimes, but also have many hidden dangers that can lead to pilot deviations and even cause mid-air collisions. This is a must-attend webinar to learn how and when to safely use these new features but, even more importantly, when they should never be used and the dangers they can cause if used improperly. Join Gary, "GPS" Guy in the Pink Shirt, Reeves, a lead rep for the FAA Safety Team and the 2019 FAA National CFI of the Year, as he shares two decades and more than 8,300 hours of teaching real-life IFR using Avidyne, Fore-Flight, and Garmin.

### 4/26/23 7 p.m. CDT All About Flying to the Bahamas, Caribbean, and Cuba

Qualifies for FAA WINGS credit. Jim Parker

Get the most accurate, up-to-date, and uncomplicated information on flying your own airplane to the Bahamas, Caribbean, Mexico, and Central America. Learn which free international services are at your fingertips without paying for trip support, and what legal requirements you must follow.

See: <https://www.eaa.org/ea/news-and-publications/ea-webinars> for more information and registration.



## EAA Announces Inaugural Learn to Fly Week – May 15 to 20

Aspiring aviators will have the opportunity to discover multiple pathways to becoming a pilot as EAA presents its inaugural Learn to Fly Week on May 15-20.

Beginning May 15th, expert flight instructors and representatives from various aviation organizations will present free, interactive webinars. These webinars will cover topics from starting flight training, saving time and money in flight training, preparing for the FAA written exam, to passing the checkride, and so much more.

While the live showing of these presentations will be open to the public, the recordings will be archived for EAA members

to view at their convenience.

Learn to Fly Week will conclude on Saturday, May 20, with Flying Start events hosted at chapters across the country. EAA's Flying Start program allows EAA chapters to welcome, encourage, and educate new aviation enthusiasts about the fun, freedom, and accessibility of personal aviation in their local area.

Following a short presentation about learning to fly, attendees will be offered a free introductory Eagle Flight to experience the spirit of aviation firsthand.

"Becoming a pilot is a dream for many, but few know where



to start their journey. Learn to Fly Week was created to help encourage aspiring pilots to take action and begin the pilot training process," said David Leiting, EAA Eagles Program Manager. "Our goal is to show attendees how accessible achieving their dream actually is." Leiting also added that inspiration from this event stemmed from packed forums at the Learn to Fly Center at EAA AirVenture Oshkosh 2022, as well as the success of other EAA virtual events like Homebuilders Week and Virtual Ultralight Days.

Combining the educational forums from the Learn to Fly

Center and the connections and inspiration found at Flying Start events, EAA Learn to Fly Week is the latest effort in the ongoing effort to help aspiring pilots achieve their dream of flight.

Sporty's Pilot Shop is the presenting sponsor of Learn to Fly Week. Sporty's will be participating in multiple webinars and offering product discounts during the week.

Full webinar schedule and more details on Learn to Fly Week can be found at:

[EAA.org/LTFWeek](https://www.eaa.org/LTFWeek).



## EAA Participates in FAA Aviation Safety Summit

EAA participated in an Aviation Safety Summit called by the Department of Transportation and FAA on March 15th in McLean, Virginia. EAA Vice President of Advocacy and Safety Sean Elliott represented the association in the opening plenary session as well as the general aviation operations portion of the summit, which also had sessions on commercial operations, the air traffic system, and airport and ground operations.

Elliott partnered with Richard McSpadden, AOPA Air Safety Institute senior vice president, to highlight the work done by the General Aviation Joint Safety Committee over the past decade

and the many safety enhancements that have been a result of that collaborative effort. Additionally, Elliott reviewed a number of EAA-created safety programs that have significantly contributed to a reduction in fatal accidents over the past 13 years.

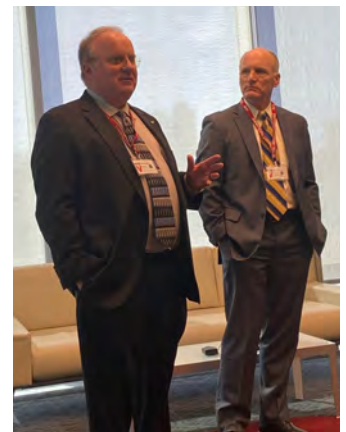
He noted that in more than a decade of safety improvement, there have been very few new regulatory restrictions on general aviation. Education and flexible policy have carried GA safety forward.

Elliott also discussed how the FAA's Safety Management System (SMS) could be beneficial to vintage aircraft air tours, including those

under the Living History Flight Experience exemption, as well as highlighted the most recent addition to task-based flight testing and how EAA will leverage the change to benefit the homebuilt aircraft second owner community.

Finally, he supported statements made about the current designated pilot examiner shortage and the systemic issues in the training and checking pipeline that create challenges for many prospective pilots.

GAMA President and CEO Pete Bunce led the GA breakout session during the summit.



# 2023 Air Race Classic

Fly the perfect cross country... 2,500+ miles in 4 days...



## Grand Forks, North Dakota to Homestead, Florida

The *Air Race Classic* is the epicenter of women's air racing. Race teams, consisting of at least two women pilots, must fly VFR during daylight hours only and are given four days to make flybys at each en route stop and then land at the terminus. The race routes change each year and are at least 2,400 statute miles in length. Each plane is flown in race configuration to determine its handicap speed – and the challenge for each race team is to achieve actual ground speeds as far over the handicap speed as possible. The pilots strategize to play the elements, holding out for better weather, winds, etc. The objective is to fly your "perfect" cross-country. In this type of race, the official standings are not known until the final entrant has crossed the finish line.

29604 179th Place SE  
Kent, WA 98042

[info@airraceclassic.org](mailto:info@airraceclassic.org)  
<http://www.airraceclassic.org>

ARC is a 501(c)3 nonprofit organization.







## March Fly-Out

The winds of March won out this month, unfortunately. High winds on the 18th forced the group to settle for having a get-together at Dunlap's in Gettysburg. By the looks of the photo, it looks like they had a good time, anyway!

Photo by Sam Kistler



## Young Eagles and Ray Aviation Scholarship Update



### Young Eagles –

Dominic gave an update on all the great things happening for him! His 2023 Scholarship was approved! This will be the only one for 2023.

A committee was formed (Carolyn, Jason, Henry, Sam, Karen, and Andy) and they will be interviewing our candidate to make a final decision.



### Ray Aviation Scholarship –

Adrian passed his Written Exam ! We will be receiving the final installment for his scholarship from EAA soon.

## IMC/VMC Club—The March Questions and Answers

*Last month, the IMC question was: “We all know that for IFR flight, the pitot-static system must have been checked within the preceding 24 months. When we set the altimeter on the ground before departure, what accuracy must be observed?”*

The answer: When set to the proper altimeter setting, the altimeter must read within 75 feet of the published field elevation. (AIM 7-2-3)

*The VMC question was: “What is a Special VFR (SVFR) clearance, and under what conditions can a pilot get one?”*

The answer: In controlled airspace, the minimum conditions for VFR flight include a 1,000-foot ceiling and 3 miles visibility. If conditions are lower, a pilot can ask for a Special VFR clearance. To use a SVFR clearance, the visibility must be at least one mile, and the pilot must remain clear of clouds.

An SVFR clearance can be granted from sunrise to sunset even for both instrument and non-instrument rated pilots. Instrument rated pilots may be given an SVFR clearance at night if flying an aircraft that is IFR equipped. Pilots should contact ATC (typically the tower) to request a SVFR clearance, although not all facilities will allow SVFR. For uncontrolled airspace, pilots should request an SVFR clearance from Flight Services.

Reference: FAR 91.157





## March was Women's History Month! Time to Celebrate Female Aviators!

When one thinks of women in aviation, odds are that the first name they'll think of is Amelia Earhart.

Many women had an impact on aviation before Amelia— here is a timeline of some of the notable women in aviation.

Did you know that the first woman to fly was in 1784 in a hot air balloon? On June 4, 1784, Marie Élisabeth Thible of France becomes the first woman to fly in a hot-air balloon, and on November 10, 1798, Jeanne Labrosse becomes the first woman to pilot a hot-air balloon aircraft solo.

88 years later in 1886, Mary Myers of the United States sets an altitude record with a balloon, rising four miles in the air.

In 1903, Aida de Acosta of the United States the first woman to pilot a motorized aircraft

(a dirigible) solo, and then in 1906, a French balloonist named Marie Surcouf, earned her aeronautical balloon pilot's license and later that year she became the first French woman to pilot a balloon flight with an all-woman crew.

1908 saw the first solo flight by a woman in an airplane- Thérèse Peltier, of France makes a solo flight in an airplane in Turin, Italy, flying around 200 meters in a straight line a little over 8 feet off the ground.

The first woman to earn a pilot's license was Raymonde de Laroche of France on March 8th, 1910.

Bessie Faith Medlar of the United states is credited with the first solo airplane flight by a woman in the US. She and her husband built a Wright-type biplane, and on September 16, 1910, in her homemade flyer at Hempstead Plains, New York.

Raiche made the first solo airplane flight by a woman in the United States to be accredited by the Aeronautical Society of America. (Amelia Earhart did not fly until 1927). Just under a month later on October 13, 1910, Raiche was awarded a diamond-studded gold medal inscribed "First Woman Aviator in America" by Hudson Maxim of the Aeronautical Society of America at a dinner the society held in her honor.

It wouldn't be until 10 months later that the first American woman would earn a pilot's license. Harriet Quimby became the first American and the world's seventh woman to earn a pilot's license On April 16, 1912, she was the first woman to fly a plane across the English Channel .

In 1921, Bessie Coleman was the first African American to earn a pilot's license.

These are just a few of the hundreds of women that contributed to aviation.

## How about a "Field Trip" to the Piper Museum?

As discussed at the last meeting, plans are in the works for a field trip to the Piper museum. Be sure to attend next month's meeting to get all the details!

There's some options, including staying overnight in a lodge nearby— the picture below shows the comfy, casual atmosphere!



## Wright Brothers' Airplane Factory Is Badly Damaged in Fire

By Amanda Holpuch and Christine Negroni  
Published March 27, 2023, The New York Times

The Dayton Fire Department in Ohio said that it was still investigating what caused the fire at the historic site, where the Wright brothers first manufactured planes starting in 1910.

A fire that broke out at a building complex in Dayton, Ohio, on Sunday damaged a factory founded by Wilbur and Orville Wright, the brothers who were the first people to successfully fly an airplane.

The fire throws into doubt the future of the factory, where the brothers built planes starting in the 1910s. It became part of the National Park Service's group of aviation-related sites in Dayton in 2009.

The factory is a monument not just to the brothers and their consequential invention, but also to the role of leading industrialists of the day in giving birth to the age of commercial aviation. The factory was built shortly after Wilbur Wright visited New York in 1909 and "got buttonholed by the Vanderbilts, the Colliers, J.P. Morgan, folks like that," said Dean Alexander, who was the park service superintendent in Dayton when the site was added. "The first thing they paid for was building that factory," Mr. Alexander said.

The Dayton Fire Department said that it is investigating the cause of the fire, which started at 2:28 a.m. Sunday and damaged the roof and interior of buildings in the complex. No one was injured, the department said.

But for the many in the area who take pride in the city's role in the development of aviation, the fire left has left a pall. "I was there yesterday watching them put out the fire," said Stephen Wright, of Dayton, the great-grand nephew of the brothers. "People were expressing their sadness at seeing something like that burn."

The Wright Company Factory was under development by its owner, the city of Dayton, and other groups that sought to preserve its history. The building complex includes two buildings that the Wright brothers erected in 1910 and 1911, which made up the first factory in the United States built for airplane manufacturing, as well as newer buildings.

Restoration of those buildings was part of a larger improvement project in West Dayton where the loss of industry and the economic downturn of the last few decades left the neighborhoods around the factory riddled with shuttered homes. The \$12 million Dayton Metro Library, located adjacent to the factory, was part of those plans. It opened last year.

The Wright brothers were from Dayton and formed the Wright Company in 1909, according to the National Aviation

Heritage Area, a nonprofit that manages more than 15 historical aviation sites in Dayton, including the factory complex.

In December 1903, the brothers became the first people to fly an airplane in Kitty Hawk, N. C. The brothers then refined their plane, the Wright Flyer, for several years before making the first public flights in August 1908, dazzling crowds and ushering in the age of aviation, according to the National Air and Space Museum.

The Wright Company produced about 120 airplanes in 13 models before the factory was sold; Orville Wright sold his share of the company in 1915, and his brother had died in 1912. Since the factory was built, the site changed ownership several times and for decades was used to make auto parts.

The city of Dayton purchased the property in October 2018. The next year, the Wright Company Factory was officially listed on the National Register of Historic Places. Last year, the Dayton City Commission authorized more than \$1.4 million to be used to preserve the site, including plans for a museum created in partnership with the National Park Service.

As a historical site, the factory has hosted "hundreds, if not thousands," of people for hard-hat tours, said Mackensie Wittmer, executive director of the National Aviation Heritage Area in Dayton.

Ms. Wittmer said that the previous building owners knew that two of the buildings were part of the Wright brothers' legacy and that alterations they made to the facilities did not change the "historical integrity" of the space, including the wood roof and support structure.

If you look at historical pictures that are available either through the Library of Congress or the Wright State University special collections and archives and you see pictures of the Wright company factory, that's what it looks like," she said. Historical sites connected to the Wright brothers and buildings named after them dot the city.

"Dayton is known as the birthplace of aviation, but we continue to be an aviation and aerospace city, that is our industry," Ms. Wittmer said. "It's part of who we've been for over 120 years."

At the same time that the factory became part of the National Park Service, the agency added the home of Orville Wright into the park. Mr. Wright is a frequent host when the home, called Hawthorn Hill, is open to the public.

"There is a fair amount of pent-up demand to see Hawthorn Hill. I presume the factory will have the same draw for people," Mr. Wright said. "The factory site and the new library

(Continued on Page 11)



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are things we hoped would infuse the area with visitors and help to revitalize that part of Dayton. I am still hopeful they can evaluate the factory structures and bring them back to some state that will allow that."

When firefighters arrived, flames had breached the roof and were so intense that they could not enter the building. The fire was not fully extinguished until Sunday evening, said Capt. Brad French of the Dayton Fire Department, and crews continued to check the smoldering debris

on Monday for hot spots.

The city of Dayton said in a statement that the partners in the project were "saddened" by the fire and would convene a meeting to discuss future redevelopment of the property.

"Despite over 100 years of intense use, the Wright Company Factory still had most of its original wood roof, windows, and other historic fabric intact," said Kendell Thompson, the current parks superintendent in Dayton. "We are working with our partners to assess the damage to this irreplaceable resource."



Above: the factory smoldering , and below, the original factory.  
Photos from The New York Times



## SODA– It's Not Just a Fizzy Drink!

**By Dr. Susan Northrup, FAA Federal Air Surgeon**

Maintaining the safety of the National Airspace System (NAS) and the public is the fundamental purpose of the FAA. Expanding access for all to the ranks of aviation is also a major goal. To that end, the Office of Aerospace Medicine oversees several processes that allow pilots to get a medical certificate more quickly despite certain disqualifying conditions. We authorize Aviation Medical Examiners (AMEs) to make decisions to speed up the certification process through programs like Conditions AMEs Can Issue (CACI) and AME Assisted Special Issuance (AASI). These successful programs allow more pilots to leave the AME with their certificates in hand. In this article, we'll cover the Statement of Demonstrated Ability (SODA).

### **So, What's a SODA?**

Most individuals qualify for a pilot medical certificate at the time of examination. The majority of those with potentially disqualifying conditions ultimately are also issued a medical, but are required to have a more detailed evaluation. Broadly speaking, there are conditions that typically progress, while others remain relatively static. For the former group, we usually put pilots on a Special Issuance (SI), AASI, or CACI. The particular condition (s) determines the necessary evaluation(s) and frequency. For static conditions, such as an amputation or color deficiency, we generally issue a SODA if the pilot is capable of performing airman duties without endangering public safety. (For color deficiency, we issue a Letter of Evidence (LoE), equivalent from the pilot's perspective. We are currently reviewing this process though). Unlike an SI or AASI, neither a SODA nor a LoE expires as long as the underlying condition has not adversely changed.

Initial issuance of a SODA or LoE usually includes a medical flight test (MFT) as performed by either an ASI (aviation safety inspector) at a Flight Standards District Office (FSDO) or a designated pilot examiner (DPE). This evaluation typically includes

both a ground and airborne evaluation. You will be authorized to take the MFT even if you do not currently qualify for a medical certificate. It is rare, but possible, to authorize a SODA or LoE based on operational experience.

There are some things you can do to help facilitate the SODA/LoE. Before your examination, contact your AME to determine what information to bring and their availability to help with the process; also, discuss the aircraft you want to use. Most FSDOs can accommodate the typical single-engine, dual-control trainers, but your local FSDO might not be able to accommodate a request for other aircraft types. Come prepared to tell your AME which FSDO you request. We will send that FSDO an authorization for an MFT (as applicable) and courtesy copy you. Please identify your desired FSDO early; the process is delayed when we need to ask. Be aware that the AME will defer your exam and the FAA subsequently will issue a denial pending the outcome of the MFT.

Once you have the SODA, simply present your authorization letter to your AME, and he or she may issue a medical certificate if you are otherwise qualified. This simplifies your certification process going forward. The SODA may have specific limitations that allow the pilot to perform to an acceptable standard and will be issued for a specific class of medical (First, Second, or Third).

### **How Does This Help You?**

Once you have provided any additional information needed, successfully completed your MFT (if required), and been granted a SODA/LoE, you're done. If the condition remains static, simply type your SODA number (N/A for LoE) into MedXPress and present the letter (for both) to the AME when you renew your medical. The FAA and other pilots benefit since this frees up resources to expedite reviews of other examinations. It's a win-win.



# **RAY AVIATION** *Scholarship Program*

## **EAA Chapter #1041**

### **Gettysburg Regional Airport, Gettysburg, PA**

We are proud to announce an opportunity to follow a dream and apply for a flight training scholarship which targets students ages 15-19 in the local Central Pennsylvania and Northern Maryland areas. Awards are available in the following categories and amounts:

**Private pilot training Age 16-19 — \$11,000**

**Sport pilot training Age 16-19 — \$8250**

**Glider training Age 15-19 — \$5500**

The scholarship program is supported by the Ray Foundation, managed by EAA, and administered by the local EAA Chapter. Initially interested students are nominated, will complete a written application and be interviewed by a selection committee, and subsequently the nominee will be chosen and announced. The selected student will then apply to EAA Headquarters who will make the final decision and the one year aviation training program will begin.

This takes an exceptional student who demonstrates an internal motivation for flight, meets scholar requirements, is comfortable with and will participate in chapter activities at the airport, and may already have some aviation training, CAP involvement, Young Eagle flights, or STEM studies in school. We would welcome your application. Send name/age/birthday/ mailing address/phone to RAS Coordinator Jason Pape ([jason.pape@outlook.com](mailto:jason.pape@outlook.com)) or Carolyn Van Newkirk ([cvannewkirk@comcast.net](mailto:cvannewkirk@comcast.net)) by the deadline, **April 5, 2023**.

### **ATTENTION INTERESTED CHAPTER #1041 MEMBERS:**

We need your commitment to recommend interested students NOW, and/or to serve on the committee to evaluate the student's application, personally interview the student and his/her parents, and possibly serve as a mentor throughout the year long process. If interested submit your name to Jason or Carolyn.



**IT CONSULTING AND  
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301-318-DMOY (3669)



Opinions expressed in **The Observer** are those of the article authors and do not necessarily reflect the opinions of EAA Chapter 1041 Directors or membership.

## Letter From the Editor

I want to take the opportunity to thank everyone for all the compliments and comments regarding the newsletter.

Taking over as editor and webmaster after Bobs' passing was a challenge. Hopefully some of the things that I've put in place since the beginning of the year will help us in the future should we have any changes in our Chapter officers.

As many of you have noticed and made comment on are some of the articles that have been included in the past couple of issues. Having my other half as a Fed at the FAA (as well as contracting there myself for a while), we receive notices and emails on articles and topics that are not publicized, such as the Transition Training article last month.

I want to make this newsletter robust and something that members look forward to re-

ceiving. If you have reviews of airports, service centers, restaurants, send them to me. Book reviews? Perfect! Comments or additional input to the special articles? Awesome! You can even send questions or problems that you have— I can include them in the newsletter and perhaps another member will have an answer.

As you've probably figured out, I want to encourage communications and participation. We often get to a point where we assume that "the word is getting around" when it really isn't. Either the information isn't clear or the message is too focused and not in a format for all to understand.

As you may have noticed in the newsletter last month, I've restarted the Zoom broadcast of the program portion of our monthly meetings. There are several members who reside a fair distance away, so getting to

the meeting after getting home from work may be difficult. Others are not physically able to attend. Hopefully, we can help these members to feel like part of the Barnstormer family again.

I am working at getting things ready for Instagram and Twitter, and I will need assistance in monitoring those platforms. If you have a small amount of time to spare, to help, please let me know.

One last item— while streamlining our membership database, I noticed that we are not keeping track of birthdays, nor the types of planes any of our members may have. I was thinking that an item that could be added to the newsletter is a small section announcing birthdays for the month. Thoughts?

*Dianna Moy*

## Zoom Broadcast of the Monthly Program Meeting Segment

The broadcast of our monthly program meeting segment via Zoom will begin at 7PM. Typed messages will be responded to. Audio will be turned off on the presentation side to prevent feedback, so we won't be able to hear you.

The meeting ID and password is the same as last month, and will remain the same for each meeting (unless we get a "meeting crasher"). Below is the link to Join the Zoom

meeting along with the password:

<https://us02web.zoom.us/j/86271166916?pwd=NVNKU1RQKy9RUXcrdGY0UUVNiTjBjdz09>

Meeting ID: 862 7116 6916

Passcode: EAA1041

One tap mobile

+16469313860,,86271166916#,,,226570#



## For those that still haven't paid their dues...

As a reminder, dues payments through the website have now been resumed. Please note that paying online will incur a \$1.50 additional cost to cover the PayPal payment processing charges. Credit cards are accepted through PayPal.

If you prefer to pay in-person

or over the phone, please call Karen or me (Dianna) at the numbers listed on the next page.

If you don't get an answer, please leave a message and we'll call you back. DO NOT leave any of your card information in the voice message.

The processing fees charged for credit card use in-person is lower than the charges through PayPal as we have the terminal that will allow tap or touchless payment (including Apple, Samsung, and Google Pay).





## AVIATION LINKS

**Have an aviation related link?  
Let us know so that we can include it!**

[www.eaa.org](http://www.eaa.org)  
[www.aopa.org](http://www.aopa.org)  
[www.1041.eaachapter.org](http://www.1041.eaachapter.org)  
[www.intrepidmuseum.org](http://www.intrepidmuseum.org)  
[www.york-aviation.com](http://www.york-aviation.com)  
[www.airfactsjournal.com](http://www.airfactsjournal.com)  
[www.jerryandersonart.com](http://www.jerryandersonart.com)

You can find us on Facebook as well!

<https://www.facebook.com/groups/1101406127018136>

Coming soon: Instagram and Twitter! Keep an eye out here!



## Our Chapter Officers and Board of Directors

### **President**

Henry Hartman, 717-632-0833  
[keystonesnowmobiler@comcast.net](mailto:keystonesnowmobiler@comcast.net)

### **Vice President**

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### **Secretary**

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### **Young Eagles Coordinator**

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### **Board of Directors**

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- Gary Mathna, 717-609-5295
- Randy Kalp, 724-875-8899
- Art Shaw, 717-338-0745
- Dave Speranza, 717-873-3308
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