



EAA Chapter 100 January 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.

January Meeting

– Dwayne Hora

The January Chapter 100 meeting will be held January 10 at 7pm in the Dodge Center Airport terminal building.

The next EAA Chapter 100 meeting is at 7:00 pm, Friday, January 10, 2025 at the Dodge Center Airport, KTOB.

Meeting agenda as follows:

- Pledge of Allegiance
- Welcome Visitors
- Reports | As available
 - *Secretary's Report
 - *Treasurer's Report
- Committee Reports
 - *Hangar
 - *Young Eagles
- Old Business - **We STILL need a Chapter Secretary!**
- New Business
- Flight Advisor/Tech Counselor
- Builder Reports - Time permitting
- Adjourn

Thank you,
Dwayne Hora
EAA Chapter 100
President



A Note from the Treasurer

-- Chris Budahn

Hello EAA 100,

The financial status of the chapter is healthy. We currently have \$24,845 in cash and another \$40,959 invested in short term CDs. Our revenue stream is sufficient to cover our annual expenses. These expenses include EAA national chapter dues, insurance, hangar land rent/taxes, and utilities. Our income is generated by hangar rent, member dues, and the pancake breakfast. For the 2024 breakfast we were able to donate all of the proceeds to the Disabled American Veterans organization.

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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Is My Aircraft Right for Flight?

-- FAA Safety Briefing

The Importance of Preflight Prep

By Jennifer Caron

Editor's Note: This article originally appeared in the Jan/ Feb 2017 issue of FAA Safety Briefing and was updated for this issue.

What's that weird noise? I think to myself as I prepare for departure. I just finished my run-up, ready for take-off, and there it is again – that deep knocking sound – three times now – “knock, knock, knock.” But I just shut this airplane down 30 minutes ago – quick stopover, I needed a break. Now I'm running late, so I skipped the preflight check completely. But I always do a full run-up on every start-up, so it should be good to go without a preflight check, right?

Don't leave anything to chance. In 2017, when this article was first published, 384 people died in 238 general aviation accidents. In 2022, 358 people died in 222 general aviation accidents. As you can see, the numbers have not changed much over the years. Powerplant system and component failure was the third most common event for fatal accidents, and maintenance errors were not to blame. Inadequate preflight preparation was cited as a contributing factor in many of these accidents.

“A” in PAVE

Preflight preparation of your aircraft is one of the most important steps you can take to ensure that your aircraft is fit for flight. It is a critical function of the “A” in the personal minimums PAVE checklist of Pilot, Aircraft, EnVironment, and External Pressures. It is one of the tools pilots use to assess the risk of a flight by evaluating the presence of risk factors in each of these four areas.

The PAVE checklist works like any checklist you would use in your aircraft. You should expand its use to your flight planning as well and consider each line item care-

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Secretary Comments

-- Jeff Hanson

Editor: I did not receive the Secretary notes from the December meeting.

Note: The EAA Chapter 100 Secretary position is open. Someone needs to step up to this important position.

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fully before making your final decision to fly.

To help with the “A” in PAVE, I’ve highlighted some simple steps you can take to evaluate your aircraft prior to takeoff.

Step 1 — Is it Airworthy? To be airworthy and safe to fly, the aircraft must meet two primary conditions. First, it must conform to a type design. Second, it must be in a condition for safe flight.

Type Design

An aircraft must conform to its type design, which includes not only its equipment but also *documented* compliance with all required maintenance inspections. The type certificate data sheet (TCDS) for the aircraft provides a formal description of the aircraft, engine, or propeller, along with limitations and information on items such as airspeed, weight, and performance limits.

Condition for Safe Flight

To be in a condition for safe flight, all required and installed equipment must be in good working condition. Any repairs and modifications must be correctly documented. Your aircraft needs an FAA Form 337 any time it has undergone a major repair or major alteration, as any changes to type design require approval through a supplemental type certificate (STC) that documents the FAA’s approval of a product (aircraft, engine, or propeller) modification.

Additionally, your aircraft must meet the requirements of certain inspection cycles. You should be able to find

aircraft maintenance log entries for completion of the annual or (if applicable) 100-hour inspection, which includes verification of any applicable airworthiness directives and any required equipment checks (e.g., the VOR and altimeter/pitot-static system, the transponder, and the emergency locator transmitter (ELT) battery strength). If you are flying a rented aircraft, always remember to note when the next inspection is due. For instance, are you planning a six-hour flight on an aircraft that only has three more hours until its 100-hour inspection is due? Ensuring that flight duration will not exceed the next aircraft inspection is part of the pre-flight for rental aircraft.

After maintenance, check systems thoroughly, or ask qualified maintenance personnel to help re-inspect the aircraft to ensure all systems are a go.

Step 2 — Is it My Type? Know your experience level flying that particular aircraft type and your aircraft’s performance abilities and limitations.

Step 3 — Gas in the Tank? Know your fuel reserves.

Step 4 — Checklist Checked? Preflight checklists are your friends — use them! It is important for you, as a safety-minded pilot, to make use of a physical preflight checklist. Never work from memory. In this way, you can ensure that you do not skip or misevaluate the items you are checking. Always exit the aircraft and move around it methodically, avoiding interruptions and distractions during your external inspection.

Go one step beyond the official checklist items and develop an additional items checklist to be used in conjunction with the aircraft’s preflight checklist. Take a look at the FAA Safety Team’s (FAASTeam) advanced preflight pamphlet at bit.ly/3DF7xid (PDF) for guidance on developing an additional items checklist to add to your preflight arsenal.

Bring Your “A” Game

Another way to check your “A”ircraft, and to proactively assess risk for a given flight, is with a Flight Risk Assessment Tool (FRAT). A FRAT helps pilots make better go/no-go decisions by asking a series of questions that generally follow the PAVE checklist. There is an abun-

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dance of FRAT options to choose from, they are simple to use, and many are available as apps on your smartphone or tablet. Check out “Introduction to Safety Risk Management” — the January 2023 Fly Safe GA Safety Enhancement Topic at bit.ly/47u0k1e.

Remember This

With safety in mind, following proper preflight procedures plays a critical role in ensuring the airworthiness of your aircraft prior to takeoff. The steps you take before your aircraft leaves the ground will pay huge dividends towards your piece of mind while in the air.

And that weird knocking sound we heard earlier? Well, that was just your aircraft reminding you to do a thorough preflight check. Fly safe!

Editor: The above article is from the November/December 2024 FAA Safety Briefing URL: <https://www.faa.gov/sites/faa.gov/files/NovDec2024.pdf>

Your Call Answered

-- FAA

By Dr. Susan Northrup, FAA Federal Air Surgeon

Many of you know that we maintain a call center in Oklahoma City at the Civil Aeromedical Institute (CAMI) and staff the regional flight surgeons’ offices to answer questions. For this issue, I thought I would review the **most common questions** these offices receive and perhaps save you a phone call.

Why is my medical review taking so long?

This has multiple components. First, the number of applications increased 18% between 2017 and 2023. Second, the complexity of cases has also increased with a much greater percentage requiring review and special issuance by the FAA prior to approval. Third, the FAA is aggressively hiring new controllers. Some of the same

personnel who review cases from pilots also review the medical applications of controller candidates. To be blunt, our staffing levels have remained relatively level while the workload has increased dramatically. However, we are taking steps to improve this. For several years, we have worked very hard to identify which conditions we could delegate decision authority to an aviation medical examiner (AME). As I discussed in the last issue, this has already reduced the wait for some conditions. In addition, we recently received approval to hire more personnel, both physicians and administrative assistants, so much-needed help is on the way. The first individuals are already hired and are now in training. However, it takes a few months, at a minimum, for someone to be fully trained even with an aviation medicine background.

What can I do to speed up the process?

Quite a bit, actually. First, ensure that the information you send us is exactly what we request. For example, if it’s requested, you must send the actual physician’s progress notes. This may be different than what you can pull up in your chart or the after-visit summary you receive. This also applies to requests for specific tests. While sometimes we can accept a substitute test, you should always ask rather than assume. Ask your AME to upload the records electronically when feasible (there are currently size limitations that we are seeking to increase). If you do send hard copies, mail them in a single mailing. Please do not send duplicate copies; duplicates slow the process down. Regardless, please ensure that all the records are legible. Make sure that you have disclosed all conditions and that these are addressed appropriately. Unfortunately, it is not uncommon for someone to neglect to mention a condition even though it is listed in the problem list or by another treating physician. You may want to review the problem lists off our medical records with your AME to see if any of those conditions require documentation for the FAA. We are required to ask about these additional conditions.

How long does it take the FAA to review records?

This depends on the condition. Factors include the com-

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plexity of the underlying condition(s), the specific condition(s), if an outside consultant review is needed, and if during the review we discover additional conditions that must be addressed. Some conditions are clearly disqualifying and we can render a decision quickly. The goal for us though is to find a pathway to “yes” and issue a certificate when it is safe to do so. Remember, obtaining the correct documentation is often the most time-consuming part of medical certification, so be sure to include everything requested.

Can the call center staff tell me where I am in the queue?

No, we do not maintain a dashboard that shows this information. However, they can tell you if we have received your information and if we have everything that we requested. If an extension is needed to complete the evaluation, they can grant this as well. This extension does not extend the duration of the medical certificate though. This is governed by [14 CFR section 61.23](#). Call center staff can also assist the airman with a request for a recent authorization letter or information request letter; sometimes these are lost in the mail. For duplicate certificates, the airman can obtain the needed form at bit.ly/3N3FA72.

Can I come there and drop off my paperwork or talk to the reviewer or doctor?

No, FAA facilities are secure, and physical access is limited. Your documents can be uploaded electronically by your AME, mailed by USPS, or sent via FedEx, UPS, or USPS priority. The addresses are located on the FAA medical website at bit.ly/4gttnGt.

One final suggestion: the AME Guide has a wealth of information that you might find useful even though the AMEs are the primary audience. We update it regularly, and it is now over 800 pages long. We have an integral search engine, but you can also use your favorite online search engine. You can find the guide at faa.gov/ame_guide.

Dr. Susan Northrup received a bachelor's degree in chemistry, a medical degree from The Ohio State Uni-

Newsletter Editor

-- Art Howard

Ouch! Winter came and it is cold out. Flew the plane to Bemidji on Friday, January 3 for lunch with my cousin and then to Park Rapids Aviation where I left the plane. Jean drove up from Lake City so we both went back by car.

Sometime in February I will have a “new plane” to me. The same N5438W sporting a new 1960's paint job. I will not recognize it!

Also, someone please come forward and volunteer for the Chapter Secretary position. This is an important function but does not take a lot of time.

See you around the patch.

I need more articles from the membership. Please send your articles and pictures to alhowar@attglobal.net.



versity, 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.

Editor The above article is from FAA Safety Briefing URL: [Your Call Answered. Aeromedical Advisory: a checkup on all... | by FAA Safety Briefing Magazine | Cleared for Takeoff | Medium](#)

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



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.

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

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